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February 16, 2007

Dear Commissioners:

The California Transportation Commission (CTC) presents the following draft staff Corridor Mobility Improvement Account (CMIA) recommendations for review and comment.

Findings and Recommendations

Staff reviewed 149 project nominations amounting to over \$11.3 billion in proposed CMIA funding. In reviewing the 149 nominations, staff considered a number of factors: project readiness for construction, demonstrable congestion relief and connectivity benefits, geographic balance, and the north-south split. Staff reviewed each nomination individually and on its own merits.

Based on these factors, staff recommends for your consideration investing nearly \$2.8 billion on 43 projects statewide that would produce more than 270,000 hours of traveler time savings during the peak commute periods and provide important connectivity benefits. Staff has separated these projects into congestion relief and connectivity categories.

In addition, staff finds another 29 projects to be strong CMIA candidates but the construction contract award dates are later than those of the recommended projects. Staff does not recommend CMIA funding for 68 projects and recommends deferral of nine transportation management system project proposals.

Staff offers the following perspectives on the recommendations.

- ***Staff recommends that the Commission discuss at its hearing on February 20 the relative weights to be given to congestion relief and connectivity and direct staff accordingly.*** The guidance provided by Proposition 1B on the CMIA clearly underscores the emphasis on congestion relief, while acknowledging the importance of connectivity in both urban and non-urban regions of the state. The Commission's CMIA guidelines reflect these twin emphases. The staff recommendations offer Commissioners an opportunity to evaluate worthy congestion relief projects and worthy connectivity projects. However, it is up to the Commission to determine the relationship between congestion relief and connectivity.

- Staff makes these recommendations based on the written nominations received. Given the compressed time frames for review, recommendation and action, staff was unable to reach out to Caltrans and regional agencies for additional project technical and benefit information. ***Staff readily acknowledges that new information may come to light during this public comment period that might alter staff recommendations.*** Staff expects that CTC Commissioners will direct staff to review and consider such information as appropriate.
- Staff recommends fully programming the \$4.5 billion in CMIA funds ***over two cycles: this one and another round in 2008, consistent with the April adoption of the 2008 State Transportation Improvement Program (STIP).*** The level of recommended funding in this cycle is approximately \$2.8 billion. Staff is concerned that investing the entire \$4.5 billion at this time may create challenges for project delivery, as described below. Staff further acknowledges that a funding level between \$2.8 billion and \$4.5 billion may be appropriate, as long as the investments yield measurable benefits and projects can meet their milestones. The decision whether to program the entire \$4.5 billion or an amount less than that rests with the full Commission. Staff recognizes that the recommended level of funding in this cycle does not achieve the 60-40 north-south split, which will need to be met in the subsequent round of programming.
- Staff determined that those projects with demonstrable congestion relief or connectivity benefits that could be under construction before June 2011 represented, on balance, better CMIA investments than those projects with similar benefits that are estimated to be under construction after June 2011. ***A concern of staff with “later delivery” projects is whether estimates of environmental clearance and construction award are achieved. Having said this, staff would consider the list of recommended projects and the list of “later delivery” projects to be the pool of appropriate CMIA projects.*** Staff assumes that many of these “later delivery” projects will be nominated again in a subsequent round of programming. It should be noted that June 2011 is the end of the 2006 STIP period.
- Projects not recommended for CMIA funding, as well as those considered “later delivery”, are worthy of funding through other sources, such as the 2006 STIP augmentation, the 2008 STIP, State-Local Partnership, and the State Highway Operation and Protection Program (SHOPP). Staff has made suggestions of other sources of funding in its individual project reviews.
- Staff approached recommended individual project funding levels with the intent of the CTC becoming a major investor in the construction of the project. Funding levels were determined by identifying the net construction costs of the project and applying a percentage of funding to that net construction amount. Staff excluded federal and Traffic Congestion Relief Program (TCRP) earmarks for construction and STIP construction funding to arrive at the net construction cost. In some instances, staff recommends CMIA funding greater than that nominated. In many instances staff is recommending that the nominating agency or agencies fund pre-construction and unfunded construction costs with other local, state and federal resources.

Staff is presenting two documents for review and comment. One is a spreadsheet that contains four lists: projects recommended for the CMIA program, projects not recommended due to "later delivery" milestones, projects not recommended for the CMIA program, and TMS/ITS projects to be deferred.

The second document contains staff reviews of each nomination. Staff urges stakeholders to read these reviews carefully and to base comments to the Commission on the reviews.

Project Delivery and Accountability

In addition to project recommendations, staff recommends enhanced project delivery and accountability measures. The CTC will dedicate staff to facilitating project delivery and ensuring that accountability requirements of the Administration and the Legislature are met. Specific measures include the following.

- Staff recommends creating a project delivery council consisting of CTC staff, Caltrans, and regional transportation agency representatives. This council would be an advisory body to the Commission and would review projects on a quarterly basis to monitor progress against milestones. In addition, this council would review project cost estimates as part of the Commission's requirement to report program costs biannually. Staff anticipates announcing membership of the council by April 1 and that the project delivery council would take until the beginning of the 2007-08 fiscal year to establish its guidelines and procedures.
- Staff recommends requiring final cost and schedule estimates to be signed by the Caltrans director, regional agency executive directors, and the CTC executive director no later than the June 2007 CTC meeting. These cost and schedule estimates will establish the baseline for project monitoring by CTC staff and the project delivery council. Any increases in cost estimates from CMIA program adoption to finalized cost estimates are the responsibility of the nominating agencies. Staff further recommends that project sponsors, including Caltrans, be responsible for any future cost increases.
- Staff recommends that the project delivery council have purview to recommend corrective strategies and actions for projects that have missed milestones and/or increased in cost. Staff anticipates placing projects that have not adequately addressed project delivery challenges over two consecutive quarters on a "watch list". The full Commission would have the discretion to determine whether a project on the "watch list" remains in the CMIA program.

In conclusion, CTC staff would like to thank the transportation stakeholder community for all its efforts to meet the aggressive deadlines of the CMIA program. Together we are elevating the bar for project delivery and achieving real congestion relief benefits.



John F. Barna, Jr.
Executive Director

cc: Transportation Stakeholders

Corridor Mobility Improvement Account - Staff Recommendations (\$1,000's)										
CMIA region	County	Route	Project Title	Caltrans Nomination	Regional Nomination	Contract award date	Total Person-minutes Saved during Peak per Day (Caltrans estimate)	Total Project Cost	CMIA Requested	Recommended CMIA Funding
Recommended for CMIA Program - Congestion Relief										
Central Coast	Monterey	1	2-lane expressway, Salinas Rd interchange	X	X	7/2009	779	48,533	37,061	25,943
Central Coast	Santa Cruz	1	Auxiliary lanes, Morrissey to Soquel Ave.	X	X	6/2010	53,893	21,664	16,190	12,698
Central Coast/S. Cal.	Santa Barbara/Ventura	101	HOV lanes, Mussel Shoals to Casitas Pass Rd	X	X	2/2011	108,528	151,470	151,470	131,600
S.F. Bay Area	Alameda	580	EB HOV Lane, Hacienda to Greenville		X	2/2008	257,080	153,700	95,700	78,890
S.F. Bay Area	Alameda/Contra Costa	80	Integrated fwy/local rd mgmt, Carquinez-Bay Bridge	X	X	7/2009	463,571	87,700	63,400	55,300
S.F. Bay Area	Contra Costa	4	Widening, Somersville to Rte 160	X	X	11/2010	624,920	335,000	85,000	103,400
S.F. Bay Area	Contra Costa/Alameda	24	Caldecott Tunnel - 4th Bore	X	X	6/2009	825,665	420,000	175,000	203,225
S.F. Bay Area	Napa/Solano	12	Jameson Canyon widening, phase 1	X	X	9/2010	310,407	139,500	102,100	73,990
S.F. Bay Area	Santa Clara	101	Widening, Yerba Buena to I-280/I-680	X	X	3/2010	374,771	104,220	30,000	45,320
S.F. Bay Area	Sonoma	101	HOV lanes, Wilfred Av-Santa Rosa Av	X	X	12/2008	207,420	85,440	44,800	48,370
S.F. Bay Area	Sonoma	101	HOV lanes, Railroad Av-Rohnert Park Expwy		X	4/2009	225,600	110,250	42,848	34,928
S.F. Bay Area	Sonoma	101	HOV lanes, Steele-Windsor River (North Ph A)	X	X	6/2008	278,440	121,360	68,360	57,890
Sacramento Valley	El Dorado	50	HOV lanes, ED Co Ln to Bass Lake IC	X	X	7/2008	167,560	42,360	20,000	23,496
Sacramento Valley	Placer	80	HOV & Aux lanes, Sac. Co to Eureka Rd (Phase 2)	X	X	5/2008		80,232	15,000	20,586
Sacramento Valley	Placer	80	WB HOV & Aux lanes, Eureka to Rt 65 (Phase 3A)	X	X	5/2009		34,000	34,000	31,300
Sacramento Valley	Sacramento	50	HOV lanes, Watt Ave to Sunrise Blvd, Phase I	X	X	9/2009	794,860	165,000	80,000	88,275
San Diego	San Diego	5	North Coast Corridor, Stage 1A, Unit 1	X	X	9/2007		73,626	64,000	36,400
San Diego	San Diego	15	Managed lanes, Mira Mesa access ramp		X	4/2008		50,000	50,000	25,000
San Diego	San Diego	15	Managed lanes, Rte 163 to Rte 56	X	X	6/2008	2,145,180	431,324	350,000	175,000
San Diego	San Diego	805	North Coast Corridor, Stage 1A, Unit 2	X	X	8/2010		94,000	82,000	56,000
San Diego	San Diego	805	2 SB aux lanes, E Street to SR-54	X	X	9/2008	40,167	19,445	19,445	11,830
Southern California	Los Angeles	5	HOV lanes, Rte. 134 to Rte 170		X	11/2008	1,223,200	606,000	73,000	73,000
Southern California	Los Angeles	5	HOV lanes, Ora Co Line-Bloomfield (segs 1,2,3)	X	X	1/2009	2,387,480	715,001	387,000	157,595
Southern California	Los Angeles	10	HOV lanes, Puente Ave. to Citrus St.	X	X	5/2011	388,240	173,500	173,500	97,300
Southern California	Orange	22	HOV Connector, Rte 22/405 and 405/605	X	X	3/2010	2,343,200	400,000	200,000	200,000
Southern California	Orange	57	Widen NB, Rte 91 to Lambert Rd.		X	6/2010	499,091	140,000	70,000	70,000
Southern California	Orange	57	Widen NB, Katella Ave to Lincoln Ave		X	5/2011	184,036	41,086	20,086	20,086
Southern California	Orange	91	EB auxiliary lane, Rte 241 to Rte 71	X	X	8/2009	495,033	80,500	73,800	71,440
Southern California	Riverside	215	Widen, I-15 to Scott Road	X	X	11/2010	193,025	62,321	62,321	38,570
Southern California	San Bernardino	10	Bridge widenings (HOV phase 1)		X	3/2011	623,220	149,288	107,931	85,710
Southern California	San Bernardino	10	Widen Ramps, Aux. lanes: Cherry, Citrus & Cedar	X	X	6/2009	284,880	30,325	30,325	19,233
Southern California	San Bernardino	10	WB mixed flow lane, Live Oak Cyn to Ford St	X	X	2/2010	69,164	43,186	38,186	26,500
Southern California	San Bernardino	215	Route 210/215 connectors		X	6/2008		96,204	22,000	22,000
Subtotal - Congestion Relief								5,306,235	2,884,523	2,220,875
Recommended for CMIA Program - Connectivity										
Central Coast	San Luis Obispo	46	4-lane expway, Geneseo to Almond (Whitley 1)	X	X	7/2010	164,164	105,000	67,742	67,742
Central Coast	San Luis Obispo	101	Santa Maria River Bridge widening	X	X	3/2010	100,331	64,590	58,540	58,040
North State	Mendocino	101	Willits Bypass	X	X	1/2010	21,885	356,360	177,439	177,003
North State	Shasta	5	Cottonwood Hills Truck Climbing Lanes	X	X	5/2011	4,788	27,443	27,443	16,031
Sacramento Valley	Nevada	49	La Barr Meadows widening		X	6/2009	2,559	40,500	22,168	18,568
Sacramento Valley	Placer	65	Lincoln Bypass	X	X	12/2008	268,103	324,000	78,592	73,715
San Joaquin Valley	Kern	46	Kecks Rd 4-lane (Kecks Rd to Rte 33)	X	X	7/2010	5,678	94,195	49,900	46,830
San Joaquin Valley	Kings/Tulare	198	4 lane expressway, Rt 43 to Rt 99	X	X	8/2009	14,937	124,367	89,500	71,600
San Joaquin Valley	Tuolumne	108	East Sonora Bypass, Stage 2		X	1/2010		51,928	17,233	17,233
Southern California	Imperial	78	Brawley Bypass, Stage 3	X	X	10/2008	64,975	56,130	46,130	29,337
Subtotal - Connectivity								1,244,513	634,687	576,099
Total Recommended for CMIA Program								6,550,748	3,519,210	2,796,974

Corridor Mobility Improvement Account - Staff Recommendations (\$1,000's)										
CMIA region	County	Route	Project Title	Caltrans Nomination	Regional Nomination	Contract award date	Total Person-minutes Saved during Peak per Day (Caltrans estimate)	Total Project Cost	CMIA Requested	Recommended CMIA Funding
Not Recommended for CMIA Program - Later Delivery										
Central Coast	Monterey	156	Rte 156 Corridor west phase 1		X	5/2012	137,848	179,400	166,700	
Central Coast	Monterey/San Benito	101	Freeway conversion, San Juan Rd interchange	X	X	12/2011	58,585	77,100	50,800	
Eastern Sierra	Inyo	395	Olancho and Cartago Expressway	X	X	9/2012	1,545	107,600	59,000	
North State	Shasta	5	I-5/SR 44 fwy to fwy direct connector		X	11/2011	7,344	60,954	49,165	
North State	Shasta	5	South Redding 6 lane (Bechelli-Churn Creek)	X	X	11/2011	2,459	41,000	41,000	
S.F. Bay Area	Alameda	580	Interim WB HOV Lane: Greenville to Foothill	X	X	8/2011		126,300	101,700	
S.F. Bay Area	Alameda	580	WB HOV Lane, Foothill to Greenville & TSM		X	8/2011	95,400	172,100	96,700	
S.F. Bay Area	Alameda	880	SB HOV lane, Marina-Hegenberger	X	X	10/2011		108,000	108,000	
S.F. Bay Area	Contra Costa	680	Extend NB HOV, North Main St. to SR 242		X	9/2011	328,520	21,000	10,500	
S.F. Bay Area	Marin/Sonoma	101	Marin-Sonoma Narrows Seg. B (Novato-Petaluma)	X	X	12/2011	715,800	349,000	180,000	
S.F. Bay Area	San Mateo	101	Aux lanes, Embarcadero-Marsh Rd	X	X	6/2012	1,095,164	169,018	102,168	
S.F. Bay Area	Santa Clara	101	Widen to 6 lanes, Rte 25 to Monterey Rd	X		7/2012	142,887	128,000	108,000	
S.F. Bay Area	Santa Clara	880	SB HOV Extension, SR 237 to US 101		X	8/2011	1,189,660	142,700	127,700	
S.F. Bay Area	Solano	80	HOV lanes, Rt 80/680/12 interchange (Phase A)	X	X	7/2012	171,120	323,410	150,000	
San Diego	San Diego	5	N Coast Corridor, Stage 1E, Genesee Av interchange		X	9/2011		78,000	78,000	
San Diego	San Diego	805	HOV lanes, Palomar-SR 94		X	11/2011		330,555	330,555	
San Joaquin Valley	Fresno	180	Braided ramps between Rte 41 & Rte 168	X	X	10/2012	2,968	45,000	30,000	
San Joaquin Valley	Kern	14	Freeman Gulch 4 lane (Redrock Inyokern to Rt 178)		X	12/2011		133,084	129,278	
San Joaquin Valley	Kern	58	Widen fwy to 6 lanes, Rt 99 to Cottonwood Rd		X	8/2012	4,215	62,300	62,300	
San Joaquin Valley	Madera	41	Widening, Ave 11 to Ave 12, & Ave 12 I/C	X	X	12/2012	7,004	67,300	44,800	
Southern California	Los Angeles	10	I-10/605 transition connector		X	8/2011	21,540	70,460	70,460	
Southern California	Los Angeles	405	Northbound HOV lane, Rte 10 to Rte 101 (d-b)	X	X	12/2011	1,673,840	950,000	730,000	
Southern California	Orange	57	NB lane, Lambert Rd. to L.A. Co. line		X	5/2012	338,509	156,670	111,670	
Southern California	Orange	91	Convert WB aux lanes to through lane, Rt 57 to Rt 5	X	X	4/2012	1,864,385	72,000	36,000	
Southern California	Orange	91	WB auxiliary lane, Rte 55 to Tustin	X	X	12/2011	186,567	95,000	47,500	
Southern California	Orange	91	Add lanes, SR 55 to Gypsum	X	X	2/2012	2,544,065	96,000	48,000	
Southern California	Riverside	91	Route 71/91 interchange and connectors	X	X	7/2012	231,864	99,014	99,014	
Southern California	Riverside	215	Mixed flow lane, Scott Rd. to Nuevo Rd		X	10/2011	581,302	172,730	172,730	
Southern California	San Bernardino	58	Hinkley 4-lane expressway	X	X	5/2012		149,828	130,400	
Total								4,583,523	3,472,140	0

Corridor Mobility Improvement Account - Staff Recommendations (\$1,000's)										
CMIA region	County	Route	Project Title	Caltrans Nomination	Regional Nomination	Contract award date	Total Person-minutes Saved during Peak per Day (Caltrans estimate)	Total Project Cost	CMIA Requested	Recommended CMIA Funding
Not Recommended for CMIA Program										
Central Coast	San Benito	156	4 lane expressway, Alameda to Union-Mitchell	X	X	10/2010	46,178	66,356	37,987	
Central Coast	San Luis Obispo	46	Corridor improvements (Whitley 2)		X	7/2010		110,000	94,000	
Central Coast	San Luis Obispo	101	Operational improvements phase 1b		X	1/2008	93,543	12,631	5,432	
Central Coast	Santa Barbara	101	HOV lanes, Casitas Pass Rd to Milpas St		X	7/2017		624,300	12,600	
Central Coast	Santa Barbara	101	Widening & ITS: Milpas to Cabrillo Hot Springs		X	1/2008		83,482	28,613	
Central Coast	Santa Cruz	1	Auxiliary lanes, 41st Ave to Soquel Ave.		X	9/2010	41,171	17,973	17,973	
Central Coast	Santa Cruz	1	Auxiliary lanes, Park Ave to Bay/Porter		X	9/2010	49,164	21,389	21,389	
North State	Lake	29	Expressway, Diener Dr. to Rte. 175		X	10/2011	3,212	179,088	134,477	
North State	Shasta	5	North Anderson 6 lane (Bonnyview to Riverside)		X	7/2011	25	62,718	62,718	
North State	Shasta	44	Extend 4 lane freeway to Palo Cedro (Stillwater)		X	11/2010	83	69,786	65,706	
North State	Shasta	44	Dana to Downtown, widen to 6 lanes		X	5/2008	69	75,182	22,910	
North State	Shasta/Trinity	299	Buckhorn Grade realignment		X	7/2011	1,766	249,000	239,466	
North State	Tehama	5	South Avenue interchange improvement		X	5/2009		31,697	27,956	
S.F. Bay Area	Marin	101	Marin-Sonoma Narrows Seg. A (Novato)		X	8/2009	102,000	30,000	30,000	
S.F. Bay Area	Marin	101	WB 580 to NB 101 aux lane		X	3/2009		20,000	20,000	
S.F. Bay Area	San Francisco	101	Doyle Drive replacement	X	X	8/2010	273,207	810,000	175,000	
S.F. Bay Area	Santa Clara	101	Aux lanes, Rte 85-Embarcadero		X	6/2011		102,258	92,258	
S.F. Bay Area	Santa Clara	880	Rte 280 interchange, Stevens Crk. Winchester		X	7/2010		70,000	50,000	
S.F. Bay Area	Sonoma	101	HOV lanes, Airport & Op Imps (North Ph B)		X	11/2009		50,500	32,500	
Sacramento Valley	Butte	32	Rte 32 widening, Rte. 99 to Yosemite Dr.		X	7/2008		16,320	10,000	
Sacramento Valley	El Dorado (Tahoe)	50	Improvements, Trout Creek to Ski Run Blvd		X			21,883	3,800	
Sacramento Valley	Placer (Tahoe)	28	Kings Beach commercial core		X			10,680	2,700	
Sacramento Valley	Sacramento	99	Central Galt interchange		X	9/2009		49,000	8,250	
Sacramento Valley	Sacramento	80	HOV lanes, Sac. River to Longview Dr.	X	X	9/2009	354,700	200,000	100,000	
Sacramento Valley	Sacramento	80	Yolo bypass bicycle bridge		X			25,300	25,000	
Sacramento Valley	Sacramento	5	Aux. lanes, Consumnes River to Pocket Rd		X			32,300	32,000	
Sacramento Valley	Sacramento	5	Richards Blvd interchange ramp widening		X	9/2011		6,150	5,500	
Sacramento Valley	Sacramento	50	EB Auxiliary lanes, Sunrise to Folsom Blvd	X	X	10/2010	81,211	20,000	20,000	
Sacramento Valley	Sacramento	50	WB Auxiliary lanes, Sunrise to Folsom Blvd		X	10/2010		20,000	20,000	
Sacramento Valley	Sacramento	loc	White Rock Rd 4 lane, Sunrise Bl-Prairie City Rd	X	X	5/2011	181,319	26,600	22,000	
Sacramento Valley	Sacramento	local	Consumnes River Blvd extension		X	2/2009		58,622	20,000	
Sacramento Valley	Sacramento	local	Hazel Ave widening, US 50 to Madison		X	2/2009		90,123	20,000	
Sacramento Valley	Sacramento	var	Sac area transportation info exchange (STARNET)		X	3/2009		4,000	3,700	
Sacramento Valley	Yolo	5	I-5 to Rte 113 direct connector (Phase 2)	X	X	1/2009	32,714	66,278	41,700	
San Diego	San Diego	5	N Coast Corridor, Stage 1B, Encinitas HOV		X	10/2010		327,000	327,000	
San Diego	San Diego	5	N Coast Corridor, Stage 1C, Carlsbad HOV		X	10/2010		92,000	92,000	
San Diego	San Diego	5	N Coast Corridor, Stage 1F, Voigt Dr-Rt 805 HOV		X	10/2010		158,000	158,000	
San Diego	San Diego	805	N Coast Corridor, Stage 1D, Rt 52-Carroll Cyn HOV		X	12/2010		148,000	148,000	
San Joaquin Valley	Amador		Sutter Hill Regional Transit Center		X	8/2007		3,205	1,450	
San Joaquin Valley	Calaveras	4	Angels Camp Bypass		X	6/2007	7,320	60,201	4,438	
San Joaquin Valley	Fresno	41	Divisadero to Shields 8 lane		X	9/2013	22,788	95,000	95,000	
San Joaquin Valley	Fresno	180	Expressway, Academy to Trimmer Springs	X	X	7/2010	3,037	64,503	45,200	
San Joaquin Valley	Fresno	180	Expressway, Trimmer Springs-Frankwood (seg 3)		X	9/2011		75,957	46,500	
San Joaquin Valley	Kern	58	Rosedale Hwy, widen to 6 lanes, Allen Rd to Rt 99		X	3/2011		41,742	20,871	
San Joaquin Valley	Kern	178	Widen to 4 lanes, Rte 184 to Miramonte Drive		X	12/2011	995	10,508	8,166	
San Joaquin Valley	Kings	198	19th Ave. interchange, freeway conversion		X	3/2013		31,019	27,770	
San Joaquin Valley	San Joaquin	5	Widening from 6 to 8 lanes, North Stockton	X	X	11/2010	344,924	333,000	225,000	
San Joaquin Valley	San Joaquin	99	South Stockton widening & ops improvement		X	7/2011	169,069	244,000	50,000	
San Joaquin Valley	San Joaquin	205	Auxiliary lanes, 4 locations in Tracy	X	X	5/2010	85,353	51,560	25,000	
San Joaquin Valley	Stanislaus	219	Widen to 4-lanes, Rte 99 to Marrow Rd	X	X	9/2007	37,418	49,800	15,000	
San Joaquin Valley	Stanislaus	219	Widen to 4-lanes, Marrow Rd to Rte 108		X	12/2009		50,500	50,500	
San Joaquin Valley	Tulare	99	Tagus-Goshen 6-lane (Ave 264 to Goshen)	X	X	12/2011	2,376	110,200	96,800	
Southern California	Los Angeles	5	HOV lanes, Bloomfield-Florence Av (segs 4,5)		X	8/2011		440,284	0	
Southern California	Los Angeles	10	HOV lanes, Citrus St. to Rte 57	X	X	5/2011	536,280	191,500	191,500	
Southern California	Los Angeles	138	Widen to 4 lanes, 175th St to Largo Vista Rd		X	9/2009		33,588	15,818	
Southern California	Los Angeles	138	Widen to 4 lanes, Ave T to Rte 18		X	9/2009	1,855	104,034	95,182	
Southern California	Orange	5	I-5/Rte 74 interchange		X	9/2011	129,425	75,000	38,000	
Southern California	Orange	5	Gene Autry Wy transitway interchange		X	9/2009	347,760	57,729	17,500	
Southern California	Riverside	15	French Valley Pkwy, new interchange		X	2/2010		140,846	31,545	
Southern California	Riverside	15	Widening, Bundy Canyon Rd to Rte 215		X	3/2011	177,753	109,801	109,801	
Southern California	Riverside	91	HOV lanes, Adams St to 60/91/215 interchange	X	X	6/2011	494,280	232,777	157,198	
Southern California	Riverside	215	HOV lanes, Nuevo Rd. to Box Springs Rd.		X	6/2011	2,160,780	181,700	181,700	
Southern California	San Bernardino	15	2 new interchanges, Victorville		X	11/08; 6/11		134,096	44,352	
Southern California	San Bernardino	15	Widening, Victorville to Barstow	X	X	9/2010	97,222	136,481	46,432	
Southern California	San Bernardino	215	HOV & mixed lanes, Rt 10-Rt 210, segment 1	X	X	2/2008		197,286	44,623	
Southern California	San Bernardino	215	HOV & mixed lanes, Rt 10-Rt 210, segment 2	X	X	2/2009		233,055	4,497	
Southern California	San Bernardino	215	HOV & mixed lanes, Rt 10-Rt 210, segment 3	X	X	5/2007		181,897	0	
Southern California	San Bernardino	215	HOV & mixed lanes, Rt 10-Rt 210, segment 5	X	X	11/2010		68,448	62,573	
Total								7,798,333	3,983,051	0

Corridor Mobility Improvement Account - Staff Recommendations (\$1,000's)										
CMIA region	County	Route	Project Title	Caltrans Nomination	Regional Nomination	Contract award date	Total Person-minutes Saved during Peak per Day (Caltrans estimate)	Total Project Cost	CMIA Requested	Recommended CMIA Funding
Defer recommendation - TMS/ITS										
North State	Shasta/Various	5	Expand TMS: I-5, I-505, Routes 20, 44 & 99.		X	7/2/10	682	11,889	11,889	
S.F. Bay Area	Alameda	580	I-580 & I-238 ITS, from I-880 to I-205		X	12/2012		15,023	15,023	
S.F. Bay Area	San Mateo	101	ITS, Rte 101 & 84 San Mateo, Rte 84 in Alameda		X	12/2011		20,900	20,900	
S.F. Bay Area	San Mateo	101	ITS, Rte 101 in San Mateo Co., Rte 92 in Alameda		X	4/2012		28,900	28,900	
S.F. Bay Area	Santa Clara	101	Ramp Metering, Rengstorff Ave to SM Co line		X	12/2011		3,700	3,700	
S.F. Bay Area	Solano	80	ITS, Solano Co., Carquinez Bridge to Davis		X	12/2012		33,430	33,430	
San Diego	San Diego	5	N Coast Corridor, Stage 1G, TMS elements		X	4/2009		28,000	28,000	
Southern California	Los Angeles	var	ITS: I-5, I-405, I-10		X			40,000	40,000	
statewide	statewide	var	Operational Improvements and TMS	X				150,000	150,000	
	Total							331,842	331,842	0

**CALIFORNIA TRANSPORTATION COMMISSION
STAFF RECOMMENDATIONS**

**CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
INITIAL PROGRAM**

**Project Descriptions and Summary
February 16, 2007**

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SAN DIEGO

San Diego, Interstate 5 HOV, North Coast Corridor, Stage 1A, Unit 1

Nominated by: San Diego Association of Governments/Caltrans

Description: Construct HOV lanes in both directions in the median from San Dieguito River Bridge in San Diego to San Elijo Lagoon Bridge in Encinitas. Reconstruct existing Lomas Santa Fe Drive interchange in Solana Beach.

Total Cost: \$73,626,000.
CMIA Request: 64,000,000.

Findings: Environmental clearance in November 2006; construction scheduled for August 2007.

Recommendation: Approve CMIA funding of \$36.4 million, which is 70% of the \$52 million estimated cost of construction, including project support, after deducting \$6 million in TCRP funding. The \$36.4 million is to be applied to construction only. The balance of construction costs and all preconstruction costs should be covered with STIP or local funding.

San Diego, Interstate 5 HOV, North Coast Corridor, Stage 1B (Encinitas)

Nominated by: San Diego Association of Governments

Description: Add two HOV lanes on I-5 in San Diego County from Manchester Avenue to La Costa Avenue, part of a plan to build a two-lane HOV facility on I-5 from La Jolla Village Drive to Cannon Road (20.3 miles).

Total Cost: \$327,000,000.
CMIA Request: 327,000,000.

Findings: Environmental clearance scheduled for September 2009, construction scheduled for October 2010. Stage 1A projects are higher priority in the region.

Recommendation: Do not include in the initial CMIA program.

San Diego, Interstate 5 HOV, North Coast Corridor, Stage 1C (Carlsbad)

Nominated by: San Diego Association of Governments

Description: Add two HOV lanes on I-5 in San Diego County from La Costa Avenue to Cannon Road, part of a plan to build a two-lane HOV facility on I-5 from La Jolla Village Drive to Cannon Road (20.3 miles).

Total Cost: \$92,000,000.
CMIA Request: 92,000,000.

Findings: Environmental clearance scheduled for September 2009, construction scheduled for October 2010. Stage 1A projects are higher priority in the region.

Recommendation: Do not include in the initial CMIA program.

San Diego, Interstate 5 HOV, North Coast Corridor, Stage 1E (Genesee Avenue Interchange)

Nominated by: San Diego Association of Governments

Description: Reconstruct Genesee Avenue interchange on Interstate 5.

Total Cost: \$78,000,000.
CMIA Request: 78,000,000.

Findings: Environmental clearance scheduled for August 2008, construction scheduled for September 2011. Construction date is relatively late among CMIA candidates. Project is intended to make room for construction of HOV lanes through the area.

Recommendation: Do not include in the initial CMIA program.

San Diego, Interstate 5 HOV, North Coast Corridor, Stage 1F (South of I-805)

Nominated by: San Diego Association of Governments

Description: Add two HOV lanes on I-5 in San Diego County from La Jolla Village Drive to Route 805, part of a plan to add two HOV lanes on I-5 from La Jolla Village Drive to Cannon Road (20.3 miles).

Total Cost: \$158,000,000.
CMIA Request: 158,000,000.

Findings: Environmental clearance scheduled for September 2009, construction scheduled for October 2010. Stage 1A projects are higher priority in the region.

Recommendation: Do not include in the initial CMIA program.

San Diego, Interstate 5, North Coast Corridor, Stage 1G (Traffic Management Elements)

Nominated by: San Diego Association of Governments

Description: Changeable message signs, CCTV cameras, highway advisory radio, vehicle detection systems and ramp metering on Interstate 5 between La Jolla Village Drive in San Diego and Harbor Drive in Oceanside, part of the development of the I-5/805 North Coast Corridor.

Total Cost: \$28,000,000.
CMIA Request: 28,000,000.

Findings: Environmental clearance scheduled for September 2008, construction scheduled for April 2009.

Recommendation: Do not include in the initial CMIA program. Defer action pending a statewide proposal for traffic management system elements by Caltrans..

San Diego, I-15 Managed Lanes South Segment

Nominated by: San Diego Association of Governments/Caltrans

Description: Construct managed lanes on I-15 in San Diego County from Route 163 to Route 56 (8.0 miles).

Total Cost: \$431,324,000.
CMIA Request: 350,000,000.

Findings: Environmental clearance in 2003. Construction scheduled in three units, with construction scheduled in January, May, and June 2008.

Recommendation: Approve CMIA funding of \$175 million, which is 50% of the \$350 million estimated cost of construction, including project support. The \$175 million is to be applied to construction only. The balance of construction costs and all preconstruction costs should be covered with STIP or local funding.

San Diego, I-15 Managed Lanes Direct Access Ramp

Nominated by: San Diego Association of Governments

Description: An increment in scope to the I-15 managed lanes south segment, including a direct access ramp at Mira Mesa.

Total Cost: \$50,000,000.
CMIA Request: 25,000,000.

Findings: Environmental clearance in 2003. Construction scheduled in April 2008.

Recommendation: Approve CMIA funding of \$25 million, which is 50% of the \$50 million estimated cost of construction, including project support. The \$25 million is to be applied to construction only. The balance of construction costs and all preconstruction costs should be covered with STIP or local funding.

San Diego, Interstate 805 HOV, North Coast Corridor, Stage 1A, Unit 2

Nominated by: San Diego Association of Governments/Caltrans

Description: Construct HOV lanes in both directions in the median of I-805 from Carroll Canyon Road to the existing HOV facility south of Interstate 5 (north junction). Extend Carroll Canyon Road under I-805 from Scranton Road to Sorrento Valley Road in San Diego. Construct northerly direct access ramps (northbound on and southbound off) from Carroll Canyon Road to the proposed HOV lanes on I-805.

Total Cost: \$94,000,000.
CMIA Request: 82,000,000.

Findings: Environmental clearance scheduled for July 2009, construction scheduled for July 2010.

Recommendation: Approve CMIA funding of \$56 million, which is 70% of the \$80 million estimated cost of construction, including project support. The \$56 million is to be applied to construction only. The balance of construction costs and all preconstruction costs should be covered with STIP or local funding.

San Diego, Interstate 805 HOV, North Coast Corridor, Stage 1D (Route 52 to Carroll Canyon)

Nominated by: San Diego Association of Governments

Description: Add two HOV lanes on I-805 in San Diego County from Route 52 to Carroll Canyon Road, part of a plan to add two HOV lanes on I-805 from Route 52 to I-5 (4.4 miles).

Total Cost: \$148,000,000.
CMIA Request: 148,000,000.

Findings: Environmental clearance scheduled for November 2009, construction scheduled for December 2010. Project stages on I-5 are higher priority.

Recommendation: Do not include in the CMIA program.

San Diego, I-805 Southbound Auxiliary Lanes

Nominated by: San Diego Association of Governments/Caltrans

Description: Add two southbound auxiliary lanes on I-805 in San Diego County from Route 54 to E Street (1.2 miles).

Total Cost: \$19,445,000.
CMIA Request: 19,445,000.

Findings: Environmental clearance scheduled for May 2007, construction scheduled for September 2008. Request includes \$2.545 million in preconstruction work.

Recommendation: Approve CMIA funding of \$11.830 million, which is 70% of the \$16.9 million estimated cost of construction, including project support. The \$11.830 million is to be applied to construction only. The balance of construction costs and all preconstruction costs should be covered with STIP or local funding.

San Diego, I-805 HOV and Auxiliary Lanes

Nominated by: San Diego Association of Governments

Description: Add northbound and southbound HOV lanes on I-805 in San Diego County from Palomar Street to Route 94 (14.5 miles). The project would also include two southbound auxiliary lanes at the Route 805/54 Interchange.

Total Cost: \$350,000,000.
CMIA Request: 350,000,000.

Findings: Environmental clearance scheduled for November 2009, construction scheduled for November 2011. Construction date is relatively late among CMIA candidate projects.

Recommendation: Do not include in the initial CMIA program.

SOUTHERN CALIFORNIA (SCAG)

Imperial, Brawley Bypass, Stage 3 (Route 78/111 Expressway)

Nominated by: Southern California Association of Governments/Imperial Valley Association of Governments/Caltrans

Description: Four-lane divided expressway in Imperial County that would replace existing segments of Routes 78 and 111 in the City of Brawley. This segment would extend from Hovley Road to Route 86 (2.6 miles) and complete Stage 3 of the Bypass project.

Total Cost: \$56,130,000.
CMIA Request: 46,130,000.

Findings: Environmental clearance in 2001. Construction contract award scheduled for October 2008. Nomination requests CMIA funding of right-of-way and the majority of construction. Project will facilitate international goods movement in a focus route. Without CMIA funding this project will be significantly delayed.

Recommendation: Approve CMIA programming of \$29.3 million, which is the estimated cost of construction after deducting \$10 million in federal Border Program funding. The balance of project costs, \$16.8 million for right-of-way, should be covered by STIP funds.

Los Angeles, Interstate 5 HOV Lanes, Orange County Line to Route 605

Nominated by: Los Angeles County Metropolitan Transportation Authority/Caltrans

Description: Widen Interstate 5 from six to ten lanes, adding one HOV and one mixed flow lane in each direction, between the Orange County Line and Route 605 in Los Angeles County (6.7 miles).

Total Cost: \$1,155,000,000.
CMIA Request: 387,000,000.

Findings: Nomination included multiple segments. CMIA funding was requested for Segments 1 through 3, which are scheduled for environmental clearance in May 2007 and construction contract award in January 2009. CMIA funding was not requested for Segments 4 and 5 (scheduled for environmental clearance in May 2007, and contract award in August 2011). This project will help relieve congestion where I-5 drops from ten lanes in Orange County to six lanes in Los Angeles County.

Recommendation: Approve CMIA programming of \$157.595 million for Segments 1 to 3, which is 70% of the \$255.136 million estimated cost of construction, after deducting earmarked funding and programmed STIP funding. The balance of construction and preconstruction funding should be covered by STIP and local funds.

Los Angeles, Interstate 5 HOV Lanes, Route 134 to Route 170

Nominated by: Los Angeles County Metropolitan Transportation Authority

Description: Add HOV lane on Interstate 5 northbound and southbound between Route 134 and Route 170 (10 miles), construct railroad grade separation crossing at Buena Vista, and modify interchange at Empire Avenue.

Total Cost: \$606,000,000.
CMIA Request: 73,000,000.

Findings: Nomination included four segments. CMIA funding was requested for a segment that includes the modification of the Empire Avenue intersection and a short segment of HOV lanes in each direction. This segment received environmental clearance in 2002 and is scheduled for contract award in February 2009. The total cost for this segment is \$255 million. Existing funding on this segment comes from the STIP, Federal and local funds.

Recommendation: Approve CMIA programming of \$73 million, as requested.

Los Angeles, Interstate 10 HOV, Lanes/Puente Avenue to Citrus Street

Nominated by: Los Angeles County Metropolitan Transportation Authority/Caltrans

Description: Add HOV lane on Route 10 eastbound and westbound between Puente Avenue in the City of Baldwin Park and Citrus Avenue in the City of West Covina (4.1 miles).

Total Cost: \$173,500,000.
CMIA Request: 173,500,000.

Findings: Environmental complete. Construction scheduled for May 2011.

Recommendation: Approve CMIA programming of \$97.3 million, which is 70% of the \$139 million estimated cost of construction. The balance of construction and preconstruction funding should be covered by STIP and local funds.

Los Angeles, Interstate 10 HOV Lanes, Citrus Street to Route 57

Nominated by: Los Angeles County Metropolitan Transportation Authority/Caltrans

Description: Add HOV lane on Route 10 eastbound and westbound between Citrus Street in the City of West Covina and Route 57 in the City of Pomona (5.0 miles).

Total Cost: \$191,500,000.
CMIA Request: 191,500,000.

Findings: Environmental complete. Contract award scheduled for May 2011. Nomination requests CMIA funding for the total project costs. Project benefits in relation to cost are lower than for other CMIA project candidates.

Recommendation: Do not include in the CMIA program.

Los Angeles, Interstate 10/605 Transition Connector

Nominated by: Los Angeles County Metropolitan Transportation Authority

Description: Flyover connector from southbound Route 605 (San Bernardino Freeway) to the eastbound Route 10 (San Gabriel River Freeway).

Total Cost: \$70,460,000.
CMIA Request: 70,460,000.

Findings: Environmental approval scheduled for January 2009. Construction contract award scheduled for August 2011. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. Project may be a candidate for the program update in 2008.

Los Angeles, Route 138, Widen to 4 Lanes, 175th Street East to Largo Vista Road

Nominated by: Los Angeles County Metropolitan Transportation Authority/Caltrans

Description: Widen Route 138 from two to four lanes between 175th Street East near Llano to Largo Vista Road (3.9 miles).

Total Cost: \$33,588,000.
CMIA Request: 15,818,000.

Findings: Environmental clearance complete. Construction contract award scheduled for October 2009. Request is to fund a STIP cost increase.

Recommendation: Do not include in the CMIA program. This cost increase may be funded through the 2006 STIP Augmentation or with local funds.

Los Angeles, Route 138, Widen to 4 Lanes, Avenue "T" to Route 18

Nominated by: Los Angeles County Metropolitan Transportation Authority

Description: Widen Route 138 from two to four lanes between Avenue "T" to Route 18 (18 miles).

Total Cost: \$104,034,000.
CMIA Request: 95,182,000.

Findings: Environmental clearance complete. Construction contract award scheduled for October 2009. Project benefit in relation to cost is low for a CMIA candidate.

Recommendation: Do not include in the CMIA program. The project or segments of the projects may candidates for the STIP, for the State-Local Partnership Program, or for local funding.

Los Angeles, Interstate 405 HOV Lanes/Interstate 10 to Us 101

Nominated by: Los Angeles County Metropolitan Transportation Authority/Caltrans

Description: Add HOV lane on Interstate 405 northbound between Route 10 and Route 101 (10.2 miles) in Los Angeles County.

Total Cost: \$950,000,000.
CMIA Request: 730,000,000.

Findings: Design/build contract award scheduled for March 2009. The nomination provides no estimate of construction state though it indicates right-of-way certification scheduled for March 2011. From this, staff infers a construction start in late 2011, relatively late among CMIA candidate projects.

Recommendation: Do not include in the initial CMIA program. Project may be a candidate for the program update in 2008.

Los Angeles, Corridor Intelligent Transportation System Elements

Nominated by: Los Angeles County Metropolitan Transportation Authority

Description: Various ITS elements along four major corridors in Los Angeles County: Interstate 5 from Route 605 to the Orange County line; Interstate 5 HOV lane from Route 170 to Route 134; Interstate 405 HOV lane from Route 10 to Route 101 (northbound); Route 10 extend El Monte Busway to County line.

Total Cost: \$40,000,000.
CMIA Request: 40,000,000.

Findings: Project scope, funding plan, and implementation dates are unclear. Funding requested in 2007-08 through 2010-11.

Recommendation: Do not include in the initial CMIA program. Defer action pending a statewide proposal for traffic management system elements by Caltrans.

Orange, Route 5/74 Interchange

Nominated by: Orange County Transportation Authority

Description: Reconstruct I-5/SR-74 interchange in San Juan Capistrano.

Total Cost: \$75,000,000.
CMIA Request: 38,000,000.

Findings: Environmental clearance scheduled for July 2008, construction for September 2011. Project not yet well defined, with focus largely on local circulation rather than corridor mobility.

Recommendation: Do not include in the CMIA program. Project may be an appropriate candidate for the STIP.

Orange, Route 5 Gene Autry Transitway Interchange

Nominated by: Orange County Transportation Authority

Description: Complete the west leg of the Gene Autry Way Transitway interchange by constructing a HOV Direct Access Ramp to the I-5/Katella Avenue Interchange in Anaheim.

Total Cost: \$57,729,000.
CMIA Request: 17,500,000.

Findings: Construction scheduled for September 2009. Focus is largely on local circulation and access rather than broader corridor mobility.

Recommendation: Do not include in the CMIA program. May be an appropriate candidate for the STIP.

Orange, Route 22/405/605 HOV Connectors

Nominated by: Orange County Transportation Authority/Caltrans

Description: Construct direct HOV connectors from Route 22 to I-405 between Seal Beach Boulevard and Valley View Street and from I-405 to I-605 between Katella Avenue and Seal Beach Boulevard with a second HOV lane in each direction on I-405 between the two direct connectors. The project would also include the installation of fiber optic cables and closed circuit television.

Total Cost: \$400,000,000.
CMIA Request: 200,000,000.

Findings: Environmental clearance in 2003, construction scheduled for March 2010. High value and appropriate for CMIA.

Recommendation: Approve CMIA programming of \$200 million, to be applied to construction as requested in the nomination.

Orange, Route 57 Widening, Katella to Lincoln

Nominated by: Orange County Transportation Authority

Description: Widen northbound Route 57 in Orange County from Route 91 to Lambert Road (5.1 miles).

Total Cost: \$41,086,000.
CMIA Request: 20,086,000.

Findings: Environmental clearance scheduled for July 2009, construction for May 2011. Nomination requested that CMIA funds cover \$6.394 million in preconstruction work, with OCTA measure funds to cover the balance of construction.

Recommendation: Approve CMIA programming of \$20.086 million, to be applied only to construction, including construction support. Preconstruction costs should be covered by STIP or local funds.

Orange, Route 57 Widening, Route 91 to Lambert Road

Nominated by: Orange County Transportation Authority

Description: Widen northbound Route 57 in Orange County from Route 91 to Lambert Road (5.1 miles).

Total Cost: \$140,000,000.
CMIA Request: 70,000,000.

Findings: Environmental clearance scheduled for November 2007, construction for June 2010. High value and appropriate for CMIA. Nomination requested that CMIA funds cover \$15.452 million in preconstruction work, with OCTA measure funds to cover the balance of construction.

Recommendation: Approve CMIA programming of \$70 million, to be applied only to construction, including construction support. Preconstruction costs should be covered by STIP or local funds.

Orange, Route 57 Widening, Lambert Road to Los Angeles County Line

Nominated by: Orange County Transportation Authority

Description: Add northbound auxiliary lane on Route 57 in Orange County from Lambert Road to the Los Angeles County line (2 miles).

Total Cost: \$156,670,000.
CMIA Request: 111,670,000.

Findings: Environmental clearance scheduled for July 2009, construction for May 2012. High value and appropriate for CMIA. Relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Orange, Route 91, Route 57 to County Line, Westbound Lane

Nominated by: Orange County Transportation Authority/Caltrans

Description: Add mixed flow lane on westbound Route 91 in Orange County by connecting auxiliary lanes through interchanges between Routes 57/91 and I-5/91 Interchanges. The project would include the installation of fiber optic cables and Closed Circuit Television.

Total Cost: \$72,000,000.
CMIA Request: 36,000,000.

Findings: Environmental clearance scheduled for July 2009, construction for April 2012. Relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Orange, Route 91, Westbound Auxiliary Lane, Route 55 to Tustin

Nominated by: Orange County Transportation Authority/Caltrans

Description: Add westbound auxiliary lane on Route 91 from the Route 55/91 Connector through the Tustin Avenue Interchange (1.2 miles).

Total Cost: \$95,000,000.
CMIA Request: 47,500,000.

Findings: Environmental clearance scheduled for July 2009, construction for December 2011. Relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Orange, Route 91, Widen, Lakeview Avenue to Weir Canyon Road

Nominated by: Orange County Transportation Authority/Caltrans

Description: Add one mixed flow lane on eastbound Route 91 in Orange County between the Route 55 Connector (Lakeview Avenue) to the Weir Canyon Road Interchange (6.2 miles) and on westbound Route 91 between the Weir Canyon Road Interchange and the Imperial Highway Interchange (4.2 miles). The project would also modify the westbound on-ramps from the Lakeview Avenue Interchange.

Total Cost: \$96,000,000.
CMIA Request: 48,000,000.

Findings: Environmental clearance scheduled for July 2009, construction for February 2012. Relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Orange, Route 91, Eastbound Auxiliary Lane, Route 241 to Route 71

Nominated by: Caltrans, Orange County Transportation Authority, Riverside County Transportation Commission

Description: Add eastbound auxiliary lane on Route 91 from the Route 241 Interchange in Orange County to the Route 71 Interchange in Riverside County and widen all eastbound lanes and shoulder to standard width.

Total Cost: \$80,500,000.
CMIA Request: 73,800,000.

Findings: Environmental clearance scheduled for December 2007, construction for August 2009. Would relieve a major chokepoint in the Route 91 corridor between Orange and Riverside counties.

Recommendation: Approve CMIA programming of \$71.44 million, which is the full amount estimated for construction, including construction support. Preconstruction costs should be covered by STIP or local funds.

Riverside, I-5 French Valley Parkway Interchange

Nominated by: Riverside County Transportation Commission

Description: Construct an interchange on I-15 in Riverside County at the proposed French Valley Parkway between Route 79/Winchester Road and the I-15/I-215 Junction. The project would include a new off-ramp to Jefferson Street, an auxiliary lane between French Valley and Route 79/Winchester Road off-ramp, and a Collector/Distributor road system.

Total Cost: \$140,846,000.
CMIA Request: 31,545,000.

Findings: Environmental approval scheduled for August 2007, construction scheduled for February 2010. Request includes preconstruction and construction costs. Project focus on local circulation and access more than corridor mobility. Benefits relative to cost less than for other projects.

Recommendation: Do not include in the CMIA program.

Riverside, Widen I-15, Bundy Canyon Road to I-215 Interchange

Nominated by: Riverside County Transportation Commission

Description: Add one lane in each direction on I-15 in Riverside County from Bundy Canyon Road to the I-215 Interchange (8.3 miles).

Total Cost: \$109,801,000.
CMIA Request: 109,801,000.

Findings: Environmental approval scheduled for January 2009, construction scheduled for March 2011. Project provides less congestion relief benefit for cost than other projects.

Recommendation: Do not include in the CMIA program. May be appropriate for STIP.

Riverside, Route 71/91 Interchange & Connectors

Nominated by: Riverside County Transportation Commission/Caltrans

Description: Replace the existing eastbound Route 91 to northbound Route 71 loop connector with a direct fly-over connector, construct a collector distributor system in the eastbound direction between the Green River Road and Serfas Club Drive interchanges and construct a westbound auxiliary lane between Serfas Club/Auto Center Drive and Route 71.

Total Cost: \$99,014,000.
CMIA Request: 99,014,000.

Findings: Environmental approval scheduled for October 2009, construction scheduled for July 2012. Requesting CMIA funds for the total cost of the project. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Riverside, Route 91 HOV Lanes/Adams Street to Route 60/91/215 Interchange

Nominated by: Riverside County Transportation Commission/Caltrans

Description: Add one HOV lane in each direction on Route 91 in Riverside County from Adams Street to the 60/91/215 Interchange (6.0 miles) and restripe the median as an HOV lane from University Avenue to the 60/91/215 Interchange.

Total Cost: \$232,777,000.
CMIA Request: 157,198,000.

Findings: Environmental approval scheduled for June 2007, construction scheduled for June 2011. Project clearly has regional benefit, but given the information provided, doubts remain about timely delivery.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Riverside, I-215 HOV Lanes, Nuevo Road to Box Springs Road

Nominated by: Riverside County Transportation Commission

Description: Add one HOV lane in each direction on I-215 in Riverside County from Nuevo Road to Box Springs Road (10.9 miles).

Total Cost: \$181,700,000.
CMIA Request: 181,700,000.

Findings: Environmental approval scheduled for January 2009, construction scheduled for June 2011. Project provides less congestion relief benefit for cost than other projects.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Riverside, I-215 Widening, Scott Road to Nuevo Road

Nominated by: Riverside County Transportation Commission

Description: Add one mixed flow lane in each direction on I-215 in Riverside County from Scott Road to Nuevo Road (12.6 miles).

Total Cost: \$172,730,000.
CMIA Request: 172,730,000.

Findings: Environmental approval scheduled for January 2009, construction scheduled for October 2011. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Riverside, I-215 Widening, I-15 to Scott Road

Nominated by: Riverside County Transportation Commission/Caltrans

Description: Add one mixed flow lane in each direction on I-215 in Riverside County from I-15 Interchange to Scott Road (7.3 miles).

Total Cost: \$62,321,000.
CMIA Request: 62,321,000.

Findings: Environmental approval scheduled for December 2008, construction scheduled for November 2010.

Recommendation: Approve CMIA programming of \$38.570 million, which is 70% of the total estimated construction cost of \$55.1 million, with the \$38.570 million to be applied only to construction, including construction support. Preconstruction costs should be covered by STIP or local funds.

San Bernardino, Route 10, Widen Ramps and Add Auxiliary Lanes

Nominated by: San Bernardino Association of Governments/Caltrans

Description: Widen ramps and add auxiliary lanes on I-10 in the City of Fontana at the Cherry Avenue, Citrus Avenue, and Cedar Avenue Interchanges.

Total Cost: \$30,325,000.
CMIA Request: 30,325,000.

Findings: Environmental approval scheduled for January 2008, construction scheduled for June 2009. Requesting CMIA funds for total cost of project.

Recommendation: Approve CMIA programming of \$27.476 million, which is 70% of the estimated cost of construction, with the \$27.476 million to be applied only to construction, including construction support.

San Bernardino, I-10 HOV Bridge Widening

Nominated by: San Bernardino Association of Governments

Description: Replace interchanges on I-10 in the Cities of Fontana and Rialto, San Bernardino County, at Cherry Avenue, Citrus Avenue, and Riverside Avenue.

Total Cost: \$149,288,000.
CMIA Request: 107,931,000.

Findings: Environmental approval scheduled for January 2008, construction scheduled for March 2011.

Recommendation: Approve CMIA programming of \$85.710 million which is 70% of the net construction amount, to be applied only to construction, including construction support. Preconstruction costs should be covered by STIP or local funds.

San Bernardino, I-10, Add Westbound Mixed Flow Lane

Nominated by: San Bernardino Association of Governments/Caltrans

Description: Add westbound mixed flow lane on I-10 from the Live Oak Canyon Road Interchange in Yucaipa to the Ford Street Overcrossing in Redlands (3.6 miles).

Total Cost: \$43,186,000.
CMIA Request: 38,186,000.

Findings: Environmental approval scheduled for June 2007, construction scheduled for February 2010.

Recommendation: Approve CMIA programming of \$26.5 million, which is 70% of the estimated cost of construction, with that amount to be applied only to construction, including construction support.

San Bernardino, I-15 Interchanges in Victorville

Nominated by: San Bernardino Association of Governments

Description: Add two new interchanges on Route 15 in Victorville, San Bernardino County, at La Mesa/Nisqualli Road and at Rancho Road.

Total Cost: \$134,096,000.
CMIA Request: 44,352,000.

Findings: Environmental approval scheduled for February 2008, construction scheduled for June 2011. Benefits relative to cost less than for other CMIA projects.

Recommendation: Do not include in the CMIA program. May be appropriate for the STIP or the State-Local Partnership Program.

San Bernardino, I-15 Widening, Victorville to Barstow

Nominated by: San Bernardino Association of Governments/Caltrans

Description: Completes I-15 widening project from Victorville to Barstow. The project would include reconstruction of the D Street and E Street Interchanges; relocating the Stoddard Wells Interchange; widening the Mojave River Bridge and the Victorville Separation and Overhead; upgrading 2.7 miles to standard; realigning the east frontage road; and constructing a west frontage road.

Total Cost: \$136,481,000.
CMIA Request: 46,432,000.

Findings: Environmental approval scheduled for March 2008, construction scheduled for September 2010. Benefits relative to cost less than for other CMIA candidate projects.

Recommendation: Do not include in the CMIA program.

San Bernardino, Route 58, Hinkley Expressway

Nominated by: San Bernardino Association of Governments/Caltrans

Description: Construct a four lane expressway on new alignment near Hinkley and Barstow in San Bernardino County, from 2.8 miles west of Hidden River Road to 0.7 miles east of Lenwood Road (9.3 miles).

Total Cost: \$149,828,000.
CMIA Request: 130,400,000.

Findings: Environmental approval scheduled for May 2009, construction scheduled for May 2012. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

San Bernardino, Route 210/215 Connectors

Nominated by: San Bernardino Association of Governments

Description: On Route 210 and I-215 in San Bernardino County, construct direct connection flyover.

Total Cost: \$96,204,000.
CMIA Request: 22,000,000.

Findings: Environmental clearance June 1996, construction scheduled for June 2008. Nomination requests \$22 million to replace county measure funds used to cover earlier STIP cost increases.

Recommendation: Approve CMIA programming of \$22,000,000 as requested.

San Bernardino, I-215 HOV and Mixed Flow Lanes, I-10 to I-210

Nominated by: San Bernardino Association of Governments/Caltrans

Description: Add two HOV lanes, two mixed flow lanes, and auxiliary lanes on I-215 from I-10 to Route 210 in San Bernardino County (6 miles).

Total Cost: \$680,686,000.
CMIA Request: 111,693,000.

Findings: The total cost identified includes 4 segments. The nomination requests nothing for segment 3 (construction date May 2007), \$44.623 million to cover cost increases on segment 1 (construction date February 2008), \$4.497 million to cover cost increases on segment 2 (construction date February 2009), and \$62.573 million for segment 5 (construction date November 2010). Segments 3, 1, and 2 were fully programmed in the 2006 STIP. Segment 5 was in the 2004 STIP and deleted in the 2006 STIP to cover cost increases on the other segments.

Recommendation: Do not include in the CMIA program. Remaining project costs may be programmed in the 2006 STIP Augmentation.

EASTERN SIERRA

Inyo, US 395 Olancho-Cartago Expressway

Nominated by: Inyo County Local Transportation Commission/Caltrans

Description: Widen Route 395 from two to four lanes between Olancho and Cartago (11 miles) in Inyo County.

Total Cost: \$107,600,000.

CMIA Request: 59,000,000.

Findings: Environmental clearance scheduled for March 2010, construction for September 2012. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. The project may be a candidate for the program update in 2008.

SAN JOAQUIN VALLEY

Amador, Sutter Hill Regional Transit Center

Nominated by: Amador County Transportation Commission

Description: The transit center would be located at the intersection of Routes 49 and 101 and would include 60 parking spaces for park and ride, a 3-4 stall bus transfer facility, 8 bus parking stalls, a cover shelter, bicycle racks and restrooms.

Total Cost: \$3,205,000.
CMIA Request: 1,450,000.

Findings: Corridor mobility benefits of this project are unclear.

Recommendation: Do not include in the CMIA program. This project may be an appropriate candidate for the Proposition 1B formula transit program, the Public Transportation Modernization, Improvement, and Service Enhancement Account.

Calaveras, Angels Camp Bypass

Nominated by: Tri-Counties Partnership (Alpine, Amador & Calaveras)

Description: Two-lane expressway from the north junction of Routes 4 and 49 in the north Angels Camp/Altaville area to Route 4 east of Angels Camp (2.2 miles).

Total Cost: \$60,201,000.
CMIA Request: 4,438,000.

Findings: Environmental clearance in 1993. Construction scheduled for June 2007. Nomination is requesting a small amount of CMIA funding to pay for a STIP cost increase.

Recommendation: Do not include in the CMIA program. Project may be an appropriate candidate for the STIP.

Fresno, Route 41 Widening, Divisadero to Shields 8 lane

Nominated by: Council of Fresno County Governments

Description: Widen Route 41 from 6 to 8 lanes in Fresno between Divisadero Street and Shields Avenue (2.8 miles).

Total Cost: \$95,000,000.
CMIA Request: 95,000,000.

Findings: Construction funding requested in 2012-13. Cost and schedule are not clearly defined. Nomination incomplete: no project fact sheet was submitted.

Recommendation: Do not include in the initial CMIA program. Project may be an appropriate candidate for the program update in 2008.

Fresno, Route 180 Kings Canyon Expressway (Segment 2), Academy to Trimmer Springs Road

Nominated by: Council of Fresno County Governments/Caltrans

Description: Widen Route 180 in Fresno County from 2-lane highway to 4-lane expressway from Academy Avenue to Trimmer Springs Road (4.4 miles).

Total Cost: \$64,503,000.
CMIA Request: 45,200,000.

Findings: Environmental clearance in 1996. Construction scheduled for July 2010. Nomination requests CMIA funding of construction and construction support. Benefits relatively low in relation to costs for CMIA candidates. Segment 3 also nominated for CMIA funding.

Recommendation: Do not include in the CMIA program. Project may be appropriate for the State Local Partnership Program.

Fresno, Route 180 Kings Canyon Expressway (Segment 3), Trimmer Springs to Frankwood

Nominated by: Council of Fresno County Governments

Description: Widen Route 180 in Fresno County from 2-lane highway to 4-lane expressway from Trimmer Springs Road to the Alta Main Canal near Centerville (12.8 miles).

Total Cost: \$75,957,000.
CMIA Request: 46,500,000.

Findings: Construction funding requested in 2010-11. This segment would be lower priority than Segment 2, which was also nominated for CMIA funding. Nomination incomplete: no project fact sheet was submitted.

Recommendation: Do not include in the CMIA program.

Fresno, Route 180 Braided Ramps between Route 41 & Route 168

Nominated by: Council of Fresno County Governments/Caltrans

Description: Construct braided ramps on Route 180 in Fresno County between Route 41 and Route 168.

Total Cost: \$45,000,000.
CMIA Request: 30,000,000.

Findings: No project study report (PSR). PSR scheduled for September 2007, environmental clearance scheduled for July 2009, and construction scheduled for October 2012. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. Project may be a candidate for the program update in 2008.

Kern, Route 14, Freeman Gulch 4 Lane, Redrock Inyokern to Route 178

Nominated by: Kern Council of Governments

Description: Widen Route 14 from a two-lane highway to four-lane expressway between Redrock Inyokern Road and the Junction of Route 178 east (16.4 miles) in Kern County.

Total Cost: \$133,084,000.
CMIA Request: 129,278,000.

Findings: Environmental clearance scheduled for October 2007, construction scheduled for December 2011. Construction date is relatively late among CMIA candidates. Nomination incomplete: missing Cal B/C input sheet.

Recommendation: Do not include in the CMIA program. Project may be a candidate for the program update in 2008.

Kern, Route 46, Expressway, Kecks Road to Route 33

Nominated by: Kern Council of Governments/Caltrans

Description: Convert Route 46 in Kern County from two-lane highway to four-lane divided expressway with controlled access from Post Mile 7.3-19.8 (12.5 miles).

Total Cost: \$94,195,000.
CMIA Request: 49,900,000.

Findings: Environmental cleared in June 2005, construction scheduled for July 2010. Nomination requests CMIA funding for the majority of construction. Some preconstruction is programmed in the STIP. Project will close a gap in expressway segment.

Recommendation: Approve CMIA programming of \$46.8 million, which is 70% of the \$66.9 million estimated cost of construction, after deducting TCRP and federal earmark funding. The balance of construction costs should be covered by STIP or local funds.

Kern, Route 58, Rosedale Highway, Widen to 6 Lanes, Allen Road to Route 99

Nominated by: Kern Council of Governments

Description: Widen Route 58 (Rosedale Highway) from four to six lanes between Allen Road and Route 99 in the City of Bakersfield (11.9 miles)

Total Cost: \$41,742,000.
CMIA Request: 20,871,000.

Findings: PSR status unclear. Environmental completion scheduled for June 2009. Contract award scheduled for March 2011. Nomination requests CMIA funding for half of project costs. Benefits relatively low in relation to costs for CMIA candidates.

Recommendation: Do not include in the CMIA program. Project may be appropriate for the STIP or the State Local Partnership Program.

Kern, Route 58, Widen to 6 Lanes, Route 99 to Cottonwood Road

Nominated by: Kern Council of Governments

Description: Widen Route 58 (Rosedale Highway) from four to six lanes between Route 99 and Cottonwood Road in the City of Bakersfield (3 miles).

Total Cost: \$62,300,000.
CMIA Request: 62,300,000.

Findings: PSR scheduled for completion in September 2007. Environmental clearance scheduled for April 2010, construction scheduled for August 2012. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. Project may be a candidate for the program update in 2008.

Kern, Route 178 Widen to 4 Lanes, Route 184 to Miramonte Drive

Nominated by: Kern Council of Governments

Description: Widen Route 178 from two to four lanes between Route 184 and Miramonte Drive in north east Bakersfield (2 miles).

Total Cost: \$10,508,103.
CMIA Request: 8,165,611.

Findings: PSR scheduled for completion in December 2007. Environmental clearance scheduled for March 2010, construction scheduled for December 2011. Nomination requests CMIA funding for half of project costs. Project benefits relatively low in relation to costs in comparison with other CMIA candidates. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the CMIA program. Project may be appropriate for the 2008 STIP.

Kings, Route 198 19th Avenue Interchange, Freeway Conversion

Nominated by: Kings County Association of Governments

Description: New interchange on Route 198 at 19th Avenue in the City of Lemoore.

Total Cost: \$31,019,000.
CMIA Request: 27,770,000.

Findings: Environmental clearance in 2005. Construction contract award is scheduled for March 2013. Under statute, the CTC may program CMIA funding for a project only if it finds that the project can commence construction no later than December 31, 2012.

Recommendation: Do not include in the CMIA program.

Kings/Tulare, Route 198 4-Lane Expressway, Route 43 to Route 99

Nominated by: Kings County Association of Governments/Tulare County Association of Governments/Caltrans

Description: Convert Route 198 from two-lane highway to four-lane expressway from Route 43 in Hanford, Kings County to Route 99 near Visalia, Tulare County (10.1 miles).

Total Cost: \$124,367,000.
CMIA Request: 89,500,000.

Findings: Environmental clearance in 2003. Contract award schedule for August 2009. Some preconstruction programmed in the STIP. Nomination assumes \$1 million design programmed in STIP Augmentation. Project will close a gap in expressway or freeway segment.

Recommendation: Approve CMIA programming of \$71.6 million, which is 80% of the \$89.5 million estimated cost of construction, after deducting earmarked funding. The balance of construction costs should be covered by STIP or local funds.

Madera, Route 41 Widening, Avenue 11 to Avenue 12 & Avenue 12 Interchange

Nominated by: Madera County Transportation Commission/Caltrans

Description: Widen Route 99 in Madera County from two-lane conventional highway to four-lane freeway from Avenue 11 to Avenue 12 (2.5 miles). The project would also construct a partial cloverleaf interchange just east of the Route 41/Avenue 12 Interchange and a new overcrossing at Avenue 11.

Total Cost: \$67,300,000.
CMIA Request: 44,800,000.

Findings: PSR being updated. Environmental clearance is scheduled for August 2009; construction is scheduled for December 2012. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. Project may be an appropriate candidate for the program update in 2008 or the 2008 STIP.

San Joaquin, Interstate 5 Widening, North Stockton

Nominated by: San Joaquin Council of Governments/Caltrans

Description: Widen I-5 in San Joaquin County from six to eight lanes from Country Club Boulevard to Eight Mile Road (7.7 miles). The project would also include adding auxiliary lanes on northbound and southbound I-5 from March Lane to Hammer Lane.

Total Cost: \$333,000,000.
CMIA Request: 225,000,000.

Findings: Environmental clearance scheduled for July 2009, construction scheduled for November 2010. Nomination requests CMIA funding for most of the construction costs. Project scope is unclear as to whether added lanes would be HOV or mixed flow.

Recommendation: Do not include in the initial CMIA program. Project may be an appropriate candidate for the program update in 2008.

San Joaquin, Route 99 South Stockton Widening & Operational Improvements

Nominated by: San Joaquin Council of Governments

Description: Widen Route 99 in San Joaquin County from four to six lanes from Arch Road to Route 4 (3.6 miles). The project would also include reconstructing the existing Route 99 Mariposa Interchange, relocating the Route 99/Charter Way Interchange, and closing the Route 99 Farmington Road Interchange. Intelligent Transportation System elements are also included.

Total Cost: \$244,000,000.
CMIA Request: 50,000,000.

Findings: Environmental clearance scheduled for December 2008, construction scheduled for July 2011. Construction date is relatively late among CMIA candidates. Nomination assumes \$139 million in State Route 99 Bond Program funding and requests a relatively small percentage of CMIA funding. The nomination provides no basis for the distinction between Route 99 Bond Program and CMIA funding for the project.

Recommendation: Do not include in the CMIA program. State Proposition 1B funding, to the extent appropriate, should come from the Route 99 Bond Program.

San Joaquin, Interstate 205 Auxiliary Lanes, 4 Locations in Tracy

Nominated by: San Joaquin Council of Governments/Caltrans

Description: Add eastbound and westbound auxiliary lanes on I-205 in the City of Tracy from Mountain House Parkway to 11th Street and from Grant Line Road to Tracy Boulevard (a total of 4.9 miles).

Total Cost: \$51,560,000.
CMIA Request: 25,000,000.

Findings: PSR scheduled to be completed in March 2007. Environmental clearance scheduled for May 2009, construction scheduled for May 2010. Project auxiliary lane benefits focused locally; broader corridor mobility benefit less clear.

Recommendation: Do not include in the CMIA program. Project may be an appropriate candidate for the STIP or the State Local Partnership Program.

Stanislaus, Route 219 Widening, Route 99 to Marrow Road

Nominated by: Stanislaus Council of Governments/Caltrans

Description: Widen Route 219 in Stanislaus County from a two-lane conventional highway to a four-lane expressway from Route 99 to Marrow Road (2.8 miles). The project would include a signalized intersection at Stoddard Road.

Total Cost: \$49,800,000.
CMIA Request: 15,000,000.

Findings: Environmental clearance in 2004, construction scheduled for September 2007. The project is programmed through right-of-way in the STIP. Nomination requests CMIA funding of construction and construction support. Project benefit in relation to cost is relatively low for CMIA candidates.

Recommendation: Do not include in the CMIA program. Project may be funded through the 2006 STIP Augmentation.

Stanislaus, Route 219 Widening, Marrow Road to Route 108

Nominated by: Stanislaus Council of Governments

Description: Widen Route 219 in Stanislaus County from a two-lane to a four-lane conventional highway from Route 99 to Route 108 (4.8 miles). The project would include operational improvements at key intersections.

Total Cost: \$50,500,000.
CMIA Request: 50,500,000.

Findings: Environmental clearance in 2004, construction scheduled for December 2009. StanCOG nominated the widening of Route 219 from Route 99 to Route 108. The \$50.5 million represents the increment of cost over implementing the segment from Route 99 to Marrow Road. It includes \$21 million for preconstruction work and \$29.5 million for construction, including project support. Project benefit in relation to cost is relatively low for CMIA candidates.

Recommendation: Do not include in the CMIA program. Project may be an appropriate candidate for STIP or local funds.

Tulare, Route 99 Widening, Tagus to Goshen 6-lane (Ave 264 to Goshen)

Nominated by: Tulare County Association of Governments/Caltrans

Description: Widen Route 99 in Tulare County from Avenue 264 to Goshen (6.7 miles). The project would also include modifying the ramps at the Caldwell Avenue Interchange.

Total Cost: \$110,200,000.
CMIA Request: 96,800,000.

Findings: Environmental clearance scheduled for July 2008, construction scheduled for December 2011. Construction date is relatively late among CMIA candidates. Some preconstruction programmed in the STIP. Project benefit in relation to cost is relatively low for CMIA candidates.

Recommendation: Do not include in the CMIA program. Project may be an appropriate candidate for the STIP, the State Route 99 Bond Program, or the State Local Partnership Program.

Tuolumne, East Sonora Bypass, Stage 2

Nominated by: Tuolumne County Transportation Council

Description: Construct two-lane expressway from Peaceful Oak Road to Route 108 near Via Este Road in Tuolumne County (2.0 miles). The project would include an overpass of the existing Route 108.

Total Cost: \$51,928,000.
CMIA Request: 17,233,000.

Findings: Environmental clearance in 1999. Construction contract award scheduled for January 2010. Some preconstruction programmed in the STIP. Nomination assumes \$5.6 million in STIP Augmentation funds. Without CMIA funding, the project will be significantly delayed.

Recommendation: Approve CMIA programming of \$17.233 million, as requested. The balance of construction costs should be covered by STIP Augmentation.

CENTRAL COAST

San Benito, Route 156 Improvement Project

Nominated by: San Benito Council of Governments/Caltrans

Description: Convert Highway 156 in San Benito County from a two lane highway to a four lane divided expressway from Alameda to Union-Mitchell Road (5.0 miles).

Total Cost: \$66,356,000.
CMIA Request: 37,987,000.

Findings: Environmental approval scheduled for July 2008, construction scheduled for October 2010. Project benefits relative to cost are low in comparison with other CMIA candidate projects.

Recommendation: Do not include in the CMIA program. May be an appropriate candidate for the STIP.

San Luis Obispo, Route 46 Corridor Improvements (Whitley 1)

Nominated by: San Luis Obispo Council of Governments/Caltrans

Description: Widen Route 46 in San Luis Obispo County from two lane highway to a four lane expressway from Geneseo Road to Almond Drive (4.6 miles).

Total Cost: \$105,000,000.
CMIA Request: 67,742,000.

Findings: Environmental clearance in 2006, construction scheduled for July 2010. The amount requested is the full amount estimated for construction, including construction support. Preconstruction work is funded from the STIP and federal earmark funds.

Recommendation: Approve CMIA programming of \$67.742 million, as requested.

San Luis Obispo, Route 46 Corridor Improvements (Whitley 2)

Nominated by: San Luis Obispo Council of Governments

Description: Widen Route 46 in San Luis Obispo County from a two lane highway to a four lane expressway from Almond Drive to the Shandon Roadside Rest (9.0 miles).

Total Cost: \$110,000,000.
CMIA Request: 94,000,000.

Findings: Environmental clearance in 2006, construction scheduled for July 2010. Nomination incomplete: no Cal B/C input.

Recommendation: Do not include in the CMIA program.

San Luis Obispo, Route 101 Operational Improvements

Nominated by: San Luis Obispo Council of Governments

Description: Add auxiliary lanes and Intelligent Transportation System detection devices on Route 101 in San Luis Obispo County from Arroyo Grande to Pismo Beach (5.0 miles).

Total Cost: \$12,631,000.
CMIA Request: 5,432,000.

Findings: Environmental clearance in 2003, construction scheduled for January 2008. Project is relatively small with local benefits.

Recommendation: Do not include in the CMIA program. Project more appropriate for the STIP.

San Luis Obispo, Santa Maria River Bridges Widening

Nominated by: San Luis Obispo Council of Governments/SBCAG/Caltrans

Description: On Route 101 in San Luis Obispo County, add one northbound and one southbound lane to the Santa Maria River Bridges.

Total Cost: \$64,590,000.
CMIA Request: 58,540,000.

Findings: Environmental clearance in 2006, construction scheduled for March 2010. The amount requested is the full amount estimated for construction, including construction support. Preconstruction work is funded from the STIP and federal earmark funds.

Recommendation: Approve CMIA programming of \$58.540 million, as requested.

Santa Barbara, Route 101 HOV Lanes, Casitas Pass Road to Milpas Street

Nominated by: Santa Barbara County Association of Governments

Description: Add HOV lanes on Route 101 in Santa Barbara County from Casitas Pass Road to Milpas Street (10.6 miles).

Total Cost: \$624,300,000.
CMIA Request: 12,600,000.

Findings: Request is for environmental work. Environmental approval scheduled for 2013, construction scheduled for July 2017. Under statute, the CTC may program CMIA funding for a project only if it finds that the project can commence construction no later than December 31, 2012.

Recommendation: Do not include in the CMIA program. The environmental work may be an appropriate candidate for the STIP.

Santa Barbara, Route 101 HOV Lanes, Mussel Shoals to Casitas Pass Road

Nominated by: Santa Barbara County Association of Governments/Ventura CTC/Caltrans

Description: Add HOV lanes on Route 101 from Mussel Shoals in Ventura County to Casitas Pass Road in Santa Barbara County (6.0 miles).

Total Cost: \$151,470,000.
CMIA Request: 151,470,000.

Findings: Environmental approval scheduled for November 2008, construction scheduled for February 2011. Request includes \$19.870 million in preconstruction costs.

Recommendation: Approve CMIA programming of \$131.600 million, which is the estimated construction cost, including support. Preconstruction costs should be covered by the STIP or local funds.

Santa Barbara, Route 101 Widening & Operational Improvements

Nominated by: Santa Barbara County Association of Governments

Description: Widen northbound and southbound Route 101 in Santa Barbara County from Milpas Street to Cabrillo-Hot Springs (2.0 miles)

Total Cost: \$83,482,000.
CMIA Request: 28,613,000.

Findings: Environmental clearance in 2003, construction scheduled for January 2008. The project is currently programmed for construction in the 2006 STIP. The request is to displace STIP funds so that the STIP funds might be applied to another project, which itself would not be eligible for CMIA funding because construction would not commence by December 2012. This would not further the purpose of the CMIA program.

Recommendation: Do not include in the CMIA program.

Santa Cruz, Highway 1 Auxiliary Lanes, Morrissey Boulevard to Soquel Avenue

Nominated by: Santa Cruz County Regional Transportation Commission/Caltrans

Description: Add northbound and southbound auxiliary lanes to Highway 1 in Santa Cruz County from Morrissey Boulevard to Soquel Avenue (1.3 miles). The project will also include the reconstruction of the Morrissey Boulevard Overcrossing and the LaFonda Overcrossing.

Total Cost: \$21,664,000.
CMIA Request: 16,190,000.

Findings: Environmental approval scheduled for April 2009, construction scheduled for June 2010. The request includes \$550,000 for right-of-way and \$15,640 for construction.

Recommendation: Approve CMIA programming of \$12.698 million, which is 70% of the \$18.140 million estimated construction cost, with the \$12.698 million to be programmed for construction. The balance of the construction cost and all preconstruction costs should be funded from the STIP and other sources.

Santa Cruz, Highway 1 Auxiliary Lanes, Soquel Avenue to 41st Avenue

Nominated by: Santa Cruz County Regional Transportation Commission

Description: Add northbound and southbound auxiliary lanes to Highway 1 in Santa Cruz County from Soquel Avenue in the City of Santa Cruz to 41st Avenue in the City of Capitola (1.2 miles). The project will also include the reconstruction of under and overcrossings.

Total Cost: \$17,973,000.
CMIA Request: 17,973,000.

Findings: Environmental approval scheduled for July 2009, construction scheduled for September 2010. This auxiliary lane segment provides less benefit for cost than the segment from Morrissey to Soquel.

Recommendation: Do not include in the CMIA program. Project may be appropriate for funding from the STIP or the State-Local Partnership Program.

Santa Cruz, Highway 1 Auxiliary Lanes, Park Avenue to Bay/Porter Avenue

Nominated by: Santa Cruz County Regional Transportation Commission

Description: Add northbound and southbound auxiliary lanes to Highway 1 in Santa Cruz County from Park Avenue to Bay/Porter Avenue (1.2 miles). The project will also include the reconstruction of the Capitola Avenue Undercrossing.

Total Cost: \$21,389,000.
CMIA Request: 21,389,000.

Findings: Environmental approval scheduled for July 2009, construction scheduled for September 2010. This auxiliary lane segment provides less benefit for cost than the segment from Morrissey to Soquel.

Recommendation: Do not include in the CMIA program. Project may be appropriate for funding from the STIP or the State-Local Partnership Program.

Monterey, Salinas Road Interchange

Nominated by: Transportation Agency for Monterey County/Caltrans

Description: Convert Highway 1 in Monterey County from a two lane highway to a two lane expressway with an interchange at Salinas Road and access control and frontage roads from Jensen Road to Trafton Road near Watsonville (1.6 miles).

Total Cost: \$48,533,000.
CMIA Request: 37,061,000.

Findings: Environmental clearance in 2006, construction scheduled for July 2009.

Recommendation: Approve CMIA programming of \$25.943 million, which is 70% of the \$37.061 million estimated construction cost, with the \$25.943 million to be programmed for construction. The balance of the construction cost and all preconstruction costs should be funded from the STIP and other sources.

Monterey/San Benito, Route 101 Freeway Conversion at San Juan Road

Nominated by: San Benito Council of Governments/TAMC/Caltrans

Description: Convert 1.4 miles of Route 101 from expressway to freeway by replacing three major at-grade intersections (Dumbarton Road, San Juan Road, and Cole Road) with a single interchange.

Total Cost: \$77,100,000.
CMIA Request: 50,800,000.

Findings: Environmental approval scheduled for December 2008, construction scheduled for December 2011. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Monterey, Route 156 West Corridor

Nominated by: Transportation Agency for Monterey County

Description: Widen Route 156 in Monterey County from two lanes to four lanes from Castroville Boulevard to Cathedral Oaks Road (0.8 miles) and construct an interchange at Castroville Boulevard.

Total Cost: \$179,400,000.
CMIA Request: 166,700,000.

Findings: Environmental approval scheduled for October 2009, construction scheduled for May 2012. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. Project may be a candidate for the program update in 2008.

SAN FRANCISCO BAY AREA (MTC)

Alameda, Interstate 580 Westbound HOV Lane, Foothill to Greenville

Nominated by: Caltrans

Description: Add interim westbound HOV lane on Route 580 in Alameda County from Foothill Boulevard in Dublin to Greenville Road in Livermore (13 miles) and westbound auxiliary lanes from Isabel Avenue and First Street in Livermore. Also includes a westbound bus ramp direct connection to the Dublin/Pleasanton BART station.

Total Cost: \$126,300,000.
CMIA Request: 101,700,000.

Findings: Environmental clearance scheduled for November 2009, construction for August 2011. Relatively late among CMIA candidates. The Metropolitan Transportation Commission nominated a larger scope project at the same location (see below).

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Alameda, Interstate 580 Westbound HOV Lane, Foothill to Greenville, Isabel Avenue Interchange

Nominated by: Metropolitan Transportation Commission

Description: Add westbound HOV lane on Route 580 in Alameda County between Foothill Road in Dublin and Greenville Road in Livermore (13 miles) and westbound auxiliary lanes from First Street to North Livermore Avenue and North Livermore Avenue to Isabel Avenue. The project would also include a new interchange at Isabel Avenue; an express bus ramp; and installation of components of a Traffic Operations System and Intelligent Transportation System.

Total Cost: \$298,400,000.
CMIA Request: 198,400,000.

Findings: Environmental clearance scheduled for November 2009, construction for August 2011. Relatively late among CMIA candidates. Caltrans nominated a smaller scope project at the same location (see above).

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Alameda, Interstate 580 Eastbound HOV Lane, Dublin to Livermore

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Add eastbound HOV on Route 580 in Alameda County from Hacienda Drive in Pleasanton to Greenville Road in Livermore (10.5 miles). The project would also include eastbound auxiliary lanes from El Charro Road to Airway Boulevard, Airway Boulevard to Isabel Avenue, Isabel Avenue to North Livermore Avenue, North Livermore Avenue to First Street, and First Street to Vasco Road, as well as rehabilitation of the pavement within the project limits. Caltrans nominated an "interim HOV" project. As nominated by MTC, the project also includes widening the Arroyo Las Positas bridge crossing; reconstruction of the median; and sound walls.

Total Cost: \$153,700,000 (MTC); \$136,200,000 (Caltrans).
CMIA Request: 95,700,000 (MTC); 72,200,000 (Caltrans).

Findings: Environmental clearance scheduled for April 2007, construction for February 2008. The identified project cost includes \$24 million in SHOPP funding for rehabilitation of the existing pavement. The SHOPP amount is not currently programmed and would be added by SHOPP amendment.

Recommendation: Approve CMIA programming of \$78.890 million for the full project nominated by the MTC, which is 70% of the \$112.7 million estimated net cost of construction the \$27 million from the SHOPP. The balance of costs should be covered by STIP or local funds.

Alameda, Route 580/238, ITS Infrastructure, Interstate 880 to Interstate 205

Nominated by: Metropolitan Transportation Commission

Description: Install ramp metering system on Route 580 and Route 238 from the Route 880/Route 238 Interchange to the Route 580/Route 205 Interchange in Alameda County (63.3 miles).

Total Cost: \$15,023,000.
CMIA Request: 15,023,000.

Findings: Environmental clearance scheduled for July 2009, construction scheduled for December 2012.

Recommendation: Do not include in the initial CMIA program. Defer action pending a statewide proposal for traffic management system elements by Caltrans.

Alameda, Interstate 880 Southbound HOV Lanes, Marina Blvd to Hegenberger Road

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Extend southbound HOV lane on I-880 between Marina Boulevard in San Leandro and Hegenberger Road (2.9 miles) in Oakland. The project would also include replacement of the Davis Street and Marina Boulevard overcrossings.

Total Cost: \$108,000,000.
CMIA Request: 108,000,000.

Findings: No project study report (PSR). PSR scheduled for April 2007, environmental clearance scheduled for July 2009, and construction scheduled for October 2011. Relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Alameda/Contra Costa, Interstate 80 Integrated Corridor Mobility Project

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Install Traffic Operations Systems enhancements on Interstate 80 in Contra Costa and Alameda Counties between the Carquinez Bridge and the San Francisco-Oakland Bay Bridge (19.6 miles).

Total Cost: \$87,700,000.
CMIA Request: 63,400,000.

Findings: Environmental clearance scheduled for March 2008, construction for July 2009. Nomination includes \$8.1 million for preconstruction components. Total cost of \$87.7 million identified in the nomination includes \$24.3 million from the Proposition 1B SHOPP local signal synchronization program.

Recommendation: Approve CMIA programming of \$55.3 million, which is the full amount of the estimated construction cost, including construction support, and excluding the portion proposed for funding from the local signal synchronization program. The preconstruction components should be programmed from the STIP or SHOPP.

Contra Costa, Route 4 East Widening, Somersville Road to Route 160

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Widen Route 4 in Contra Costa County from four to eight lanes (three mixed flow and one HOV lane in each direction) from Somersville Road to Hillcrest Avenue and from four to six lanes (three mix flow lanes in each direction) from Hillcrest Avenue to Route 160 (total 5.1 miles). The project would include the reconstruction of four interchanges, one overcrossing and one undercrossing.

Total Cost: \$335,000,000.
CMIA Request: 85,000,000.

Findings: Environmental clearance in 2005, construction scheduled for November 2009 (first phase) and November 2010 for second and third phases. Nomination requests \$27 million for preconstruction work (design and right-of-way) and \$48 million for construction of the first phase, including construction support. The nomination request would make CMIA a minority contributor to project funding.

Recommendation: Approve CMIA programming of \$103.4 million, which is 55% of the \$188 million estimated cost of construction for the first phase, with the \$103.4 million to be applied to only to construction, including construction support. Preconstruction costs should be covered by STIP or local funds.

Contra Costa/Alameda, Route 24 Caldecott Tunnel Fourth Bore

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Fourth Bore for the Caldecott Tunnel on Route 24 in Contra Costa County. The project would include modifications to two interchanges and an intersection, retaining and sound walls, and a new Operations and Maintenance Control building.

Total Cost: \$420,000,000.
CMIA Request: 175,000,000.

Findings: Environmental clearance scheduled for August 2007, construction for June 2009. The nomination request would make CMIA a minority contributor to project funding.

Recommendation: Approve CMIA programming of \$203.225 million, which is 55% of the \$369.5 million estimated net cost of construction, after deducting federal earmark and STIP funds currently programmed for construction.

Contra Costa, Interstate 680 Northbound HOV Extension

Nominated by: Metropolitan Transportation Commission

Description: Extend northbound HOV lane on Interstate 680 in Contra Costa County from North Main Street to Route 242 (3.2 miles).

Total Cost: \$21,000,000.
CMIA Request: 10,500,000.

Findings: Environmental clearance scheduled for June 2009, construction for September 2011. Construction date is relatively late among CMIA candidates. Cost is based on alternative with substandard design width of lanes.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Marin, Route 101/580 Interchange, Westbound to Northbound Auxiliary Lane

Nominated by: Metropolitan Transportation Commission

Description: Widen westbound Route 580 to northbound Route 101 connector from one to two lanes in Marin County. Also would add an auxiliary lane on westbound Route 580 leading to the Bellum Boulevard off-ramp and reconstruct the Bellum overcrossing.

Total Cost: \$20,000,000.
CMIA Request: 20,000,000.

Findings: Project to be delivered and implemented by Transportation Authority of Marin (TAM). Project study report (PSR) scheduled for completion in April 2007, environmental clearance scheduled for January 2008, and construction scheduled for March 2009. Nomination includes \$4.7 million for preconstruction work. Nomination does not indicate high benefit in relationship to cost.

Recommendation: Do not include in the CMIA program. May be an appropriate candidate for the STIP or State Local Partnership Program.

Marin, Route 101 HOV Lanes, Marin-Sonoma Narrows, Segment A (Novato)

Nominated by: Metropolitan Transportation Commission

Description: Converting mixed flow to HOV lanes and adding auxiliary lanes on Route 101 in each direction between Route 37 and Delong Avenue, north of Atherton Avenue (4.1 miles) in Novato, Marin County.

Total Cost: \$30,000,000.
CMIA Request: 30,000,000.

Findings: Environmental clearance scheduled for July 2008, construction for August 2009. By replacing through lanes with auxiliary lanes, project appears to reduce non-HOV capacity and may be inconsistent with statute.

Recommendation: Do not include in the CMIA program.

Marin/Sonoma, Route 101 HOV Lanes, Marin-Sonoma Narrows, Segment B (Novato-Petaluma)

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Widen Route 101 from four to six lanes by adding HOV lanes in each direction between Atherton Avenue in Novato, Marin County and Route 116 in Petaluma, Sonoma County (9 miles). Project would also include new interchanges, frontage roads, and bicycle facilities.

Total Cost: \$349,000,000.
CMIA Request: 140,000,000.

Findings: Environmental clearance scheduled for July 2008, construction for December 2011. Relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Napa/Solano, Route 12 Jameson Canyon Widening

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Widen Route 12 from two to four lanes from Route 29 in Napa County to Red Top Road in Solano County (5.7 miles). This project would add two lanes to the existing highway, including a median barrier. A later project would change the alignment of the existing two lanes.

Total Cost: \$133,000,000.
CMIA Request: 88,600,000.

Findings: Environmental clearance scheduled for January 2008, construction for September 2010. Nomination includes request of \$7.5 million for right-of-way.

Recommendation: Approve CMIA programming of \$73.990 million, which is 70% of the \$105.7 million estimated cost of construction, with that amount to be applied to only to construction, including construction support. Right-of-way costs and the balance of construction costs should be covered by STIP or local funds.

San Francisco, Route 101 Doyle Drive Replacement, Access to the Golden Gate Bridge

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Replace Doyle Drive between Merchant Road and the intersections of Richardson Avenue and Francisco Street in the City of San Francisco.

Total Cost: \$810,000,000.
CMIA Request: 175,000,000 (MTC); \$157,210,000 (Caltrans).

Findings: The project is an essential rehabilitation, restoration, and seismic safety project with little, if any, corridor mobility benefit. Both nominations request a contribution from CMIA without a clear rationale. Neither nomination presents a viable project funding plan. Construction is scheduled for August 2010.

Recommendation: Do not include in the CMIA program. This project should be funded from other sources, including the SHOPP.

San Mateo, Route 101 Auxiliary Lanes, Embarcadero Road to Marsh Road

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Widen Route 101 in San Mateo County to add auxiliary lanes from the Embarcadero Road Interchange to Marsh Road (3.6 miles). Also widen ramps on four interchanges, reconstruct the Ringwood Pedestrian overcrossing, the Henderson underpass, and Willow Road Interchange.

Total Cost: \$169,018,000.
CMIA Request: 102,168,000 (MTC); 60,000,000 (Caltrans).

Findings: Environmental clearance scheduled for September 2009, construction scheduled for June 2012. The difference between the Caltrans and MTC nominations is MTC's substitution of CMIA funding for local measure funding. Both nominations include both preconstruction and construction costs. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

San Mateo, Route 101 Peninsula North, ITS Infrastructure Infill

Nominated by: Metropolitan Transportation Commission

Description: Install Traffic Operations System field equipment on Routes 101 and 92 in San Mateo County and Route 92 in Alameda County (25.7 miles).

Total Cost: \$28,900,000.
CMIA Request: 28,900,000.

Findings: Environmental clearance scheduled for June 2008, construction scheduled for April 2012.

Recommendation: Do not include in the initial CMIA program. Defer action pending a statewide proposal for traffic management system elements by Caltrans.

San Mateo, Route 101 Peninsula South, ITS Infrastructure Infill

Nominated by: Metropolitan Transportation Commission

Description: Install Traffic Operations System field equipment on Routes 101 and 84 in San Mateo County and Route 84 in Alameda County (17.1 miles).

Total Cost: \$20,900,000.
CMIA Request: 20,900,000.

Findings: Environmental clearance scheduled for October 2008, construction scheduled for December 2011.

Recommendation: Do not include in the initial CMIA program. Defer action pending a statewide proposal for traffic management system elements by Caltrans.

Santa Clara, Route 101/25 Interchange Improvements

Nominated by: Caltrans

Description: Add a lane in each direction on Route 101 in Santa Clara County from Monterey Avenue to Old Monterey Road (2 miles) and improve Route 101/Route 25 Interchange.

Total Cost: \$128,000,000.
CMIA Request: 108,000,000.

Findings: Environmental clearance scheduled for April 2009, construction scheduled for July 2012. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Santa Clara, Route 101 Widening, Route 280/680 to Yerba Buena

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Operational and safety improvements on Route 101 in the City of San Jose, Santa Clara County. The project would include one additional lane in the southbound direction from Story Road to the Capitol Expressway Interchange; modify Tully Road Interchange; extend southbound auxiliary lane from Tully Road to the Capitol Expressway Interchange; modify collector system; construct new on-ramp; and modify off-ramp.

Total Cost: \$104,220,000.
CMIA Request: 30,000,000.

Findings: Project to be delivered and implemented by Santa Clara Valley Transportation Authority. Environmental clearance scheduled for June 2007, construction scheduled for March 2010. Nomination includes \$600,000 for right-of-way. The nomination request would make CMIA a minority contributor to project funding.

Recommendation: Approve CMIA programming of \$45.320 million, which is 55% of the \$82.4 million estimated cost of construction after deducting \$8 million from a federal earmark, with the CMIA funding to be applied to only to construction, including construction support. Right-of-way costs and the balance of construction costs should be covered by STIP or local funds.

Santa Clara, Route 101 Auxiliary Lanes, Route 85 to Embarcadero Road

Nominated by: Metropolitan Transportation Commission

Description: Add auxiliary lanes to Route 101 in Santa Clara County from Embarcadero Road to Route 85 in (3.2 miles).

Total Cost: \$102,258,000.
CMIA Request: 92,258,000.

Findings: Project to be delivered and implemented by Santa Clara Valley Transportation Authority. Environmental clearance scheduled for July 2009, construction scheduled for June 2011. Nomination includes \$17.328 million for preconstruction.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Santa Clara, Route 101 Ramp Metering Infill

Nominated by: Metropolitan Transportation Commission

Description: Install ramp metering system on northbound and southbound Route 101 in Santa Clara County from Rengstorff Avenue to the San Mateo County line.

Total Cost: \$3,700,000.
CMIA Request: 3,700,000.

Findings: Environmental clearance scheduled for December 2008, construction scheduled for September 2011.

Recommendation: Do not include in the initial CMIA program. Defer action pending a statewide proposal for traffic management system elements by Caltrans.

Santa Clara, Route 880 HOV Extension, Route 237 to Route 101

Nominated by: Metropolitan Transportation Commission

Description: Widen I-880 by adding an HOV lane in each direction between Old Bayshore Highway in San Jose and Route 237 in Milpitas (4.3 miles).

Total Cost: \$142,700,000.
CMIA Request: 127,700,000.

Findings: Project to be delivered and implemented by the Santa Clara Valley Transportation Authority (VTA). Environmental clearance scheduled for June 2009, construction scheduled for August 2011. Nomination includes \$65 million for preconstruction (\$6.8 million for design; \$58.2 million for right-of-way). Construction date is relatively late for CMIA nominations.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Santa Clara, Route 880/280 Interchange Improvements (Stevens Creek, Winchester Off-Ramps)

Nominated by: Metropolitan Transportation Commission

Description: Operational and safety improvements to I-880/I-280 Interchange (Stevens Creek Boulevard and Winchester off-ramps) in the City of San Jose, Santa Clara County.

Total Cost: \$70,000,000.
CMIA Request: 50,000,000.

Findings: Project to be delivered and implemented by the Santa Clara Valley Transportation Authority (VTA). Environmental clearance scheduled for December 2008, construction scheduled for July 2010. Project addresses local operational issues rather than broad corridor mobility. Nomination does not indicate high benefit in relationship to cost.

Recommendation: Do not include in the CMIA program. May be an appropriate candidate for the STIP or State-Local Partnership Program.

Solano, Interstate 80 HOV Lanes and Route 80/680/12 Interchange, Phase A

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Extend HOV lanes on Interstate 80 between Red Top Road and Airbase Parkway (9.1 miles) and improve the I-80/I-680/SR-12 Interchange connectors.

Total Cost: \$323,412,000.
CMIA Request: 150,000,000.

Findings: Environmental clearance scheduled for June 2009, construction for September 2011. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Solano, Route 80, ITS Infrastructure, Carquinez Bridge to City of Davis

Nominated by: Metropolitan Transportation Commission

Description: Install Traffic Operations System field elements on Route 80 in Solano County from the Carquinez Bridge to the City of Davis (47 miles) and would include Closed Circuit Television Cameras, Changeable Message Signs, Highway Advisory Radios, Extinguishable Message Signs, and Traffic Monitoring Stations.

Total Cost: \$33,430,000.
CMIA Request: 33,430,000.

Findings: Environmental clearance scheduled for August 2009, construction scheduled for December 2012.

Recommendation: Do not include in the initial CMIA program. Defer action pending a statewide proposal for traffic management system elements by Caltrans.

Sonoma, Route 101 HOV Lanes, Central Phase A (Railroad Avenue to Rohnert Park Expressway)

Nominated by: Metropolitan Transportation Commission

Description: Widen Route 101 from four to six lanes by adding HOV lanes in each direction from Railroad Avenue to the Rohnert Park Expressway (3.3 miles) in Sonoma County. The project would also include auxiliary lanes and ramp metering.

Total Cost: \$110,250,000.
CMIA Request: 42,848,000.

Findings: Environmental clearance scheduled for May 2007, construction scheduled for April 2009.

Recommendation: Approve CMIA programming of \$34.928 million, which is 70% of the \$49.897 million estimated net cost of construction, after deducting STIP funds currently programmed for construction.

Sonoma, Route 101 HOV Lanes, Wilfred Segment (Wilfred Avenue to Santa Rosa Avenue)

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Widen Route 101 from four to six lanes by adding HOV lanes in each direction from the Rohnert Park Expressway overcrossing to the Santa Rosa Avenue overcrossing (1.6 miles) in Sonoma County. Project would also include a new undercrossing and auxiliary lane.

Total Cost: \$85,440,000.
CMIA Request: 44,800,000.

Findings: Environmental clearance completed December 2006, construction scheduled for December 2008. Nomination includes request of \$2.4 million for right-of-way.

Recommendation: Approve CMIA programming of \$48.370 million, which is 70% of the \$69.1 million estimated cost of construction, with the CMIA funding to be applied to only to construction, including construction support. Right-of-way costs and the balance of construction costs should be covered by STIP or local funds.

Sonoma, Route 101 HOV Lanes, North Phase A (Steele Lane to Windsor River Road)

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Widen Route 101 from four to six lanes by adding HOV lanes in each direction between Steele Lane in Santa Rosa and Windsor River Road in Windsor (7.6 miles). Project would also include ramp improvements and auxiliary lanes.

Total Cost: \$121,360,000.
CMIA Request: 68,360,000.

Findings: Environmental clearance scheduled for October 2007, construction scheduled for September 2008. Nomination includes request of \$6.06 million for right-of-way. The construction cost identified also includes \$14.9 million in rehabilitation work to be funded from the SHOPP.

Recommendation: Approve CMIA programming of \$57.890 million, which is 70% of the \$82.7 million estimated cost of construction, after deducting the portion to be funded from the SHOPP, with the CMIA funding to be applied to only to construction, including construction support. Right-of-way costs and the balance of construction costs should be covered by STIP or local funds.

Sonoma, Route 101 HOV Lanes, North Phase B (Airport and Operational Improvements)

Nominated by: Metropolitan Transportation Commission/Caltrans

Description: Widen Airport Boulevard overcrossing on Route 101 in Sonoma County. The project will also include a collector-distributor road and improved shoulders.

Total Cost: \$50,500,000.
CMIA Request: 32,500,000.

Findings: Environmental clearance scheduled for December 2007, construction scheduled for November 2009. Nomination includes request of \$4.5 million for right-of-way. Nomination includes TOS elements for North Phase A. Otherwise, focus is largely on local circulation and access rather than broader corridor mobility.

Recommendation: Do not include in the CMIA program. TOS elements should be considered in conjunction with later statewide submittal from Caltrans.

SACRAMENTO VALLEY

Butte, Route 32 Widening

Nominated by: Butte County Association of Governments

Description: Widen and improve Route 32 in the City of Chico from the southbound Route 99 ramps to Yosemite Drive (2.2 miles).

Total Cost: \$16,320,000.
CMIA Request: 10,000,000.

Findings: No project study report (PSR). PSR scheduled for September 2007, environmental clearance scheduled for May 2007, construction scheduled for July 2008. Project benefit for cost is relatively low compared to other CMIA candidates.

Recommendation: Do not include in the CMIA program. Project may be funded through the 2006 STIP Augmentation.

El Dorado, US 50 HOV Lane Extension

Nominated by: El Dorado County Transportation Commission/Caltrans

Description: Eastbound and westbound High Occupancy Vehicle (HOV) lanes on Highway 50 in El Dorado County from El Dorado Hills Boulevard to west of Bass Lake Route (approximately 1.3 lane miles in each direction).

Total Cost: \$42,360,000.
CMIA Request: 20,000,000.

Findings: Environmental clearance completed in June 2002, construction scheduled for December 2008. Nomination request is 51.1% of construction cost. Project benefit in relation to cost is relatively high.

Recommendation: Approve CMIA programming of \$23.496 million, which is 60% of the \$39.160 million estimated cost of construction, with that amount to be applied only to construction, including construction support.

El Dorado, US 50 Improvement, Trout Creek Bridge to Ski Run Boulevard

Nominated by: Tahoe Metropolitan Planning Organization

Description: Widen and improve Route 50 from the Trout Creek Bridge to Ski Run Boulevard (2.0 miles) in the City of South Lake Tahoe to add bicycle lane, install walkways and landscaping, and treat storm water runoff.

Total Cost: \$21,883,000.
CMIA Request: 3,800,000.

Findings: Project nomination includes no project schedule and an incomplete funding plan. Request is for right of way with no identification of funding for construction. Corridor mobility benefit is unclear.

Recommendation: Do not include in the CMIA program.

Nevada, Route 49 Signalization and Widening

Nominated by: Nevada County Transportation Commission

Description: Widen Route 49 in Nevada County from two lanes to four lanes from Wolf/Combie Road to the south city limit of Grass Valley (1.5 miles). The project would include installing a traffic signal at the La Barr Meadows Road intersection.

Total Cost: \$40,500,000.
CMIA Request: 22,168,000.

Findings: Environmental clearance scheduled for October 2007, construction for June 2009. Nomination includes \$6.07 million for preconstruction components. Project benefit is relatively high in relation to cost.

Recommendation: Approve CMIA programming of \$18.568 million, which is the estimated cost of construction, with that amount to be applied only to construction, including construction support. Preconstruction costs should be covered by STIP or local funds.

Placer, Route 28 Kings Beach Commercial Core Improvement

Nominated by: Tahoe Metropolitan Planning Organization

Description: Construct new curb, gutter and sidewalks on both sides of Route 28 from Route 267 to Chipmunk Street; Class II bicycle lanes on both sides from Route 267 to Chipmunk; bus stop improvements; turn pockets; single lane roundabouts, and modified intersection at Route 267.

Total Cost: \$10,680,000.
CMIA Request: 2,700,000.

Findings: Project nomination includes no project schedule and an incomplete funding plan. Request is for right of way with no identification of funding for construction. Corridor mobility benefit is unclear.

Recommendation: Do not include in the CMIA program.

Placer, Route 65 Lincoln Bypass

Nominated by: Placer County Transportation Planning Agency/Caltrans

Description: New four lane expressway in the City of Lincoln in Placer County from Industrial Boulevard to the Yuba County line (11.6 miles).

Total Cost: \$324,000,000.
CMIA Request: 78,592,000 (PCTPA); 39,500,000. (Caltrans).

Findings: Environmental clearance completed May 2006, construction scheduled for December 2008. Project construction was programmed in the 2006 STIP with both interregional share and a major advance of county share. Request would cover a cost increase that could not be met with STIP funding in the 2006 STIP Augmentation. Without CMIA funding, this project would be delayed at least until 2011-12 and possibly much longer.

Recommendation: Approve CMIA programming of \$73.715 million, which would cover all of the estimated cost of construction that remains unprogrammed, with that amount to be applied to only construction, including construction support. Increases in project preconstruction costs can be and should be covered by STIP or local funding.

Placer, Interstate 80 HOV and Auxiliary Lanes, Phase 2, Sacramento County Line to Eureka Road

Nominated by: Placer County Transportation Planning Agency/Caltrans

Description: Widen Interstate 80 in Placer County from the Sacramento/Placer County line to Miner's Ravine near Eureka Road (2.9 miles) by adding one HOV lane in each direction. The project would also include auxiliary lanes, bridge widening and ramp modifications.

Total Cost: \$80,232,000.
CMIA Request: 15,000,000.

Findings: Environmental clearance completed in June 2004, construction scheduled for May 2008. Project construction is funded primarily from \$51.346 million in federal earmarks. Preconstruction work has been funded from federal earmark and STIP interregional funding.

Recommendation: Approve CMIA programming of \$20.586 million, which is all of the estimated construction cost not covered by federal earmark or STIP interregional funding.

Sacramento, Interstate 5 Interchange and Richards Boulevard

Nominated by: Sacramento Area Council of Governments

Description: Reconstruct I-5/Richards Boulevard Interchange in Sacramento County. The project would include widening off-ramps from two to four lanes, widening Richards Boulevard under I-5, widening on-ramps to include ramp metering and a bypass for carpool, and signal modifications.

Total Cost: \$6,150,000.
CMIA Request: 5,000,000.

Findings: No project study report (PSR). PSR anticipated for summer 2008, environmental clearance anticipated for fall 2010, construction anticipated for summer of 2011. Corridor mobility benefit is not clear.

Recommendation: Do not include in the CMIA program.

Sacramento, Interstate 5 Auxiliary Lanes, Consumnes River Road to Pocket Road

Nominated by: Sacramento Area Council of Governments

Description: Add northbound and southbound auxiliary lanes on I-5 in Sacramento County from Consumnes River Boulevard to Pocket Road

Total Cost: \$32,300,000.
CMIA Request: 32,000,000.

Findings: No project study report. Nomination did not identify project delivery milestones, did not identify project costs other than construction costs, and did not include benefit input data.

Recommendation: Do not include in the CMIA program.

Sacramento, US 50 HOV and Auxiliary Lanes, Watt to Sunrise

Nominated by: Sacramento Area Council of Governments/Caltrans

Description: Add HOV lanes on Route 50 from Watt Avenue to Sunrise Boulevard (7.5 miles). The project would include the widening of structures, sound walls, retaining walls, and Traffic Operation System elements.

Total Cost: \$165,000,000.
CMIA Request: 80,000,000.

Findings: Environmental clearance scheduled for September 2007, construction scheduled for September 2009. The nomination request includes \$6.437 million for preconstruction work. The CMIA request is equal to 54.4% of the estimated construction cost and less than half of the total cost.

Recommendation: Approve CMIA programming of \$88.275 million, which is 60% of the \$147.125 estimated cost of construction, with the \$88.275 million to be applied only to construction, including construction support. Preconstruction costs should be covered by STIP or local funds.

Sacramento, US 50 Westbound Auxiliary Lanes, Sunrise to Folsom

Nominated by: Sacramento Area Council of Governments

Description: Add auxiliary lane on westbound Route 50 from Folsom Boulevard to Sunrise Boulevard (5 miles).

Total Cost: \$20,000,000.
CMIA Request: 20,000,000.

Findings: No project study report (PSR). PSR scheduled for March 2007, environmental clearance scheduled for January 2009, construction scheduled for October 2010. Nomination did not include benefit input data.

Recommendation: Do not include in the CMIA program.

Sacramento, Interstate 80 Yolo Bypass Bicycle Bridge

Nominated by: Sacramento Area Council of Governments

Description: Construct an all-weather bicycle route across the Yolo Bypass (3.5 miles).

Total Cost: \$25,300,000.
CMIA Request: 25,000,000.

Findings: No project study report. Nomination did not identify project delivery milestones, did not identify project costs other than construction costs, and did not include benefit input data. Project would replace existing bicycle route across the Yolo Bypass and thus would have no corridor mobility benefit.

Recommendation: Do not include in the CMIA program.

Sacramento, Interstate 80 HOV and Auxiliary Lanes

Nominated by: Sacramento Area Council of Governments/Caltrans

Description: Add eastbound and westbound HOV lanes on I-80 in Sacramento County from Sacramento River to Longview Drive (10 miles).

Total Cost: \$200,000,000.
CMIA Request: 100,000,000.

Findings: Environmental clearance scheduled for August 2007, construction scheduled for September 2009. Project benefit in relationship to cost is low compared to other CMIA candidates.

Recommendation: Do not include in the CMIA program.

Sacramento, Route 99 Central Galt Interchange

Nominated by: Sacramento Area Council of Governments

Description: Replace two lane interchange at C Street in Galt with a two lane bridge, spread diamond. The project would include replacing the C Street overcrossing with an overcrossing at A Street.

Total Cost: \$49,000,000.
CMIA Request: 8,250,000.

Findings: Environmental clearance scheduled for May 2007, construction scheduled for September 2009. Corridor mobility benefit is unclear. Request is for a small share of the project's \$38.1 million construction cost.

Recommendation: Do not include in the CMIA program. Project is more appropriate for STIP or local funding.

Sacramento, White Rock Road, Sunrise Blvd to Prairie City Road

Nominated by: Sacramento Area Council of Governments/Caltrans

Description: Widen White Rock Road in Sacramento County from two to four lanes from Sunrise Blvd to Prairie City Road.

Total Cost: \$26,600,000.
CMIA Request: 22,000,000.

Findings: Project study report scheduled for March 2007, environmental scheduled for June 2009, construction scheduled for May 2011. Construction delivery date is relatively uncertain. Corridor mobility benefit is unclear.

Recommendation: Do not include in the CMIA program. Project may be more appropriate for STIP or State-Local Partnership Program funding.

Sacramento, Widen Hazel Avenue, US 50 to Madison Avenue

Nominated by: Sacramento Area Council of Governments

Description: Widen Hazel Avenue in Sacramento County from four to six lanes from Route 50 to Madison Avenue. The project would include bicycle lanes, sidewalks, landscaping, intersection and signal upgrade, and the widening of the Hazel Avenue Bridge from four to six lanes (4 miles).

Total Cost: \$90,123,000.
CMIA Request: 20,000,000.

Findings: Environmental clearance scheduled for February 2007, construction for February 2009. Surface street corridor improvement in a region with major urban freeway congestion.

Recommendation: Do not include in the CMIA program. Project more appropriate for STIP or local funding.

Sacramento, Consumnes River Boulevard Extension

Nominated by: Sacramento Area Council of Governments

Description: Extend Consumnes River Boulevard as either a four or six lane road from its current westerly terminus at Franklin Boulevard to Freeport Boulevard. The project would include a new interchange on I-5 at Consumnes River Boulevard.

Total Cost: \$58,622,000.
CMIA Request: 20,000,000.

Findings: Environmental scheduled for April 2007, construction scheduled for February 2009. Surface street corridor improvement in a region with major urban freeway congestion.

Recommendation: Do not include in the CMIA program. Project more appropriate for STIP or local funding.

Sacramento, STARNET

Nominated by: Sacramento Area Council of Governments

Description: Develop and install an information exchange system, the Sacramento Transportation Area Network (STARNET) to connect 18 traffic and emergency centers throughout the Sacramento metropolitan area, extending from Davis to Folsom and from Roseville to Elk Grove

Total Cost: \$4,000,000.
CMIA Request: 3,700,000.

Findings: Project scope and transportation benefit unclear.

Recommendation: Do not include in the CMIA program.

Yolo, Interstate 5 to Route 113 Direct Connector

Nominated by: Sacramento Area Council of Governments/Caltrans

Description: Construct a direct connector on I-5 northbound to Route 113 southbound in Woodland.

Total Cost: \$66,278,000.

CMIA Request: 41,700,000.

Findings: Environmental clearance in 2000, construction scheduled for January 2009. Project benefit in relationship to cost is low compared to other CMIA candidates.

Recommendation: Do not include in the CMIA program. Project may be more appropriate for STIP funding.

NORTH STATE

Lake, Route 29 Expressway

Nominated by: Lake County/City Area Planning Council

Description: Widen Route 29 from two to four lanes between Diener and Route 175 in Lake County (7.7 miles).

Total Cost: \$179,088,000.
CMIA Request: 134,477,000.

Findings: Environmental clearance scheduled for January 2009, construction for October 2011. Construction date is relatively late among CMIA candidates. Project benefit for cost is low compared to other CMIA candidates.

Recommendation: Do not include in the CMIA program.

Mendocino, Route 101 Willits Bypass

Nominated by: Mendocino Council of Governments/Caltrans

Description: Four lane expressway in Mendocino County from Haehl Creek Overhead to Reynolds Highway (9.1 miles) which would bypass the City of Willits.

Total Cost: \$356,360,000.
CMIA Request: 177,439,000. (MCOG) \$150,000,000 (Caltrans)

Findings: Environmental clearance complete, construction for January 2010. MCOG's nomination requests \$6.738 million for right of way and \$170.701 million for construction. Caltrans' nomination requests \$150 million for construction, leaving a funding deficit of \$20.701 million. Without CMIA funding, construction of this project would be delayed well beyond 2010-11. The project could not be funded with STIP county share and would require further STIP interregional program funding.

Recommendation: Approve CMIA programming of \$177.003 million, which is the estimated cost of construction, with that amount to be applied only to construction, including construction support. Preconstruction costs should be covered by STIP or local funding.

Shasta, Interstate 5 Cottonwood Hills Truck Climbing Lanes

Nominated by: Shasta County Regional Transportation Planning Agency/Caltrans

Description: Add northbound and southbound truck climbing lane on I-5 in Shasta County from the Gas Point Road Interchange to the Deschutes Interchange (3 miles).

Total Cost: \$27,443,000.
CMIA Request: 27,443,000.

Findings: Environmental clearance scheduled for May 2008, construction scheduled for May 2011.

Recommendation: Approval CMIA programming of \$16.031 million, which is 70% of the \$22.902 million estimated cost of construction, with that amount to be applied only to construction, including construction support. Preconstruction phases should be funded from other funding sources.

Shasta, Interstate 5 North Anderson 6 Lanes Bonnyview to Riverside

Nominated by: Shasta County Regional Transportation Planning Agency

Description: Add northbound and southbound lanes on I-5 in Shasta County from Bonnyview Road to Riverside Avenue (6.5 miles).

Total Cost: \$62,718,000.
CMIA Request: 62,718,000.

Findings: Environmental clearance scheduled for October 2008, construction scheduled for July 2011. Construction date is relatively late among CMIA candidates. Project benefit for cost is relatively low compared to other CMIA candidates.

Recommendation: Do not include in the CMIA program.

Shasta, Interstate 5 South Redding Widening

Nominated by: Shasta County Regional Transportation Planning Agency/Caltrans

Description: Add median lane northbound and southbound on I-5 in Shasta County from the Bechelli-Chum Creek Overcrossing to the Hilltop Overcrossing (6.5 miles).

Total Cost: \$41,000,000.
CMIA Request: 41,000,000.

Findings: Environmental clearance scheduled for November 2008, construction scheduled for November 2011. Construction date is relatively late among CMIA candidates. Project benefit for cost is relatively low compared to other CMIA candidates.

Recommendation: Do not include in the CMIA program.

Shasta, Interstate 5/Route 44 Direct Connector

Nominated by: Shasta County Regional Transportation Planning Agency

Description: Construct direct connector ramp on I-5 in Shasta County at the I-5/Route 44 Interchange.

Total Cost: \$60,954,000.
CMIA Request: 49,165,000.

Findings: Environmental clearance scheduled for August 2008, construction scheduled for November 2011. Construction date is relatively late among CMIA candidates.

Recommendation: Do not include in the initial CMIA program. May be a candidate for the program update in 2008.

Shasta, Route 44 Dana to Downtown

Nominated by: Shasta County Regional Transportation Planning Agency

Description: Replace bridge and construct Auditorium Drive Overcrossing; construct eastbound and westbound auxiliary lanes; widen eastbound Continental Street Undercrossing; and construct connector ramp from Dana Drive to westbound Route 44.

Total Cost: \$75,182,000.
CMIA Request: 22,910,000.

Findings: Project benefit for cost is relatively low compared to other CMIA candidates. Project Phase A is programmed through construction in the 2006 STIP. The nomination would cover construction of Phase B plus additional preconstruction costs.

Recommendation: Do not include in the CMIA program. Project may be fundable through the 2006 STIP Augmentation.

Shasta, Route 44 Widen and Add Interchange (Stillwater)

Nominated by: Shasta County Regional Transportation Planning Agency

Description: Near Redding, widen from two lanes to four lane freeway from Airport Road to Deschutes Route (3.4 miles) and construct new interchange at Stillwater Road.

Total Cost: \$69,786,000.
CMIA Request: 64,706,000.

Findings: Project benefit for cost is relatively low compared to other CMIA candidates. Nomination includes \$12.776 million for preconstruction work and \$52.930 million for construction. Project environmentally clear in 2005, construction proposed for November 2010. Preconstruction work may be fundable through the 2006 STIP Augmentation.

Recommendation: Do not include in the CMIA program.

Shasta and Various, Expand North State Traffic Management System

Nominated by: Shasta County Regional Transportation Planning Agency

Description: Install Intelligent Transportation System elements, including changeable message signs (CMS), highway advisory radios (HAR), closed circuit television (CCTV), microwave vehicle detection systems (MVDS), and extinguishable message signs (EMS) at various locations in Siskiyou, Shasta, Sacramento, Solano, Colusa and Tehama counties.

Total Cost: \$11,889,000.
CMIA Request: 11,889,000.

Findings: Environmental clearance scheduled for May 2008, construction scheduled for July 2010.

Recommendation: Do not include in the initial CMIA program. Defer action pending a statewide proposal for traffic management system elements by Caltrans.

Shasta/Trinity, Route 299 Buckhorn Grade

Nominated by: Trinity County Transportation Commission

Description: Realign Route 299 in Shasta County from the Shasta County line to Clear Creek Bridge.

Total Cost: \$249,000,000.
CMIA Request: 239,466,000.

Findings: Environmental clearance scheduled for August 2008, construction scheduled for July 2011. Construction date is relatively late among CMIA candidates. Project benefit for cost is relatively low compared to other CMIA candidates. Nomination includes \$12.745 million for preconstruction work and \$226.721 million for construction. Preconstruction work may be fundable through the 2006 STIP Augmentation.

Recommendation: Do not include in the CMIA program.

Tehama, Interstate 5/Route 99 South Avenue Connector

Nominated by: Tehama County Transportation Commission

Description: Construct road connector road between I-5 and Route 99 at South Avenue in Tehama County.

Total Cost: \$31,697,000.
CMIA Request: 27,956,000.

Findings: Environmentally clear in 2005, construction scheduled for May 2009. Project benefit for cost is relatively low compared to other CMIA candidates. Project is now programmed in the STIP through right-of-way and should be a candidate for STIP funding.

Recommendation: Do not include in the CMIA program.